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[23]

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DEATH.

On May 6th, at London, Claude Wilford, infant son of Mr. and Mrs. A. H. SKRITON, aged 11 months.—By cable. [688]

HONGKONG OFFICE: 10A, DES VUEX ROAD O
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 9th, 1912.

We read much now-days of Socialism in Japan. Although the word "Socialism" is anathema to Japan, circumstances have forced her to adopt measures which come dangerously near to the proposals of those following the dreaded doctrine. There is indeed a lack of unanimity among Socialists as to the ideal conditions to be aimed at, but certainly one section looks forward to the State being the sole employer, the sole capitalist and the sole profit-taker. Japan has progressed to a certain extent towards this ideal, and it appears highly probable that circumstances will continue to press her forward still further. The history of State enterprises in Japan is a curious one. When the country was opened to foreign trade, and Japan began to realise what advance had been made in material civilisation by Western countries, it was felt that to bring the country on a physical level with the leading nations of the world, it was necessary that this material civilisation should be absorbed as quickly as possible. Japan, however, was in the curious position of having few, if any, capitalists, and a total lack of experience. In these circumstances the only course to be pursued was for the Government to be both the capitalist and the initiator. Various State enterprises were therefore started, foreign experts engaged and Japanese sent abroad at

Government expense. For a time Japan went to school and showed a remarkable aptitude for learning her lessons. Later the possibilities of the form of co-operation known as limited liability were perceived and private enterprises came into existence, some of them even running in opposition to the State concerns. It was not then any part of the State policy, however, to establish monopolies or generally carry on State manufactures in opposition to private undertakings, and as it was seen that a spirit of enterprise had been started, and the people gone out of leading-strings, the Government began to gradually retire from the field. It retained for itself the first railway built in Japan and certain factories connected with the Army and Navy, but otherwise it seemed that the days of State enterprises were over. After the war with China, however, the Government reversed its policy, the direct cause being the need of money, although generally other reasons were offered. Thus the State camphor monopoly, the first to be established, was said to be to preserve the industry, which the reckless destruction of trees had endangered. However this may have been, the monopoly was established, and was followed by a Tobacco monopoly and a Salt monopoly. Then, after the Russo-Japanese war, the railways were nationalised—except a few which were too poor to be worth taking over. Following on the example of the Government, the large municipalities also began to acquire existing enterprises or to establish new ones, such as tramways, electric lighting plant, etc. Various other State monopolies have been suggested and will no doubt in time come into existence, such as sugar, tea, and life insurance. Thus the policy which led the Government to abandon its State enterprises has been reversed and the State is rapidly becoming the largest capitalist and biggest employer of labour in Japan. As stated above, the reasons for this change of attitude are to be found in financial considerations. Direct taxes are always unpopular, and even before the war with Russia the Government felt great diffidence in imposing any additional burdens on the people. Monopolies, on the other hand, offered sources of revenue which were likely to meet with small opposition. Even the nationalisation of railways is believed to have been accomplished for financial reasons, as providing a sound security for any future loan that Japan might have to raise on an emergency. In the case of the railways, however, some pressure brought to bear on the Government resulted in their being placed to special account. That is to say, any profits resulting from the working of the railways are not added to the general revenue, but are placed to the railway account, to be used solely in improving the service, building new lines, paying interest on railway loans, etc. It may be a coincidence, but more probably it is the result of this special arrangement, that the railways have been the most successful of the State enterprises undertaken under the new policy. When the nationalisation scheme was put into practice some rather gloomy forebodings were expressed, founded on past experience of the Government railways, as to the result of the scheme. These forebodings have happily not been justified, chiefly, it may be said, on account of the special arrangement under which the railways are run. The same cannot be said of the other monopolies, however, which, even as mere money-making concerns, have hardly been justified. It remains true in Japan, as everywhere else in the world, that any State or Municipal enterprise which is run merely for purposes of revenue is certain to prove more or less a failure, both from the financial and the industrial point of view. The failure from the financial standpoint is generally obscured by raising the price of the output. Thus since the State Tobacco Regie has been established in Japan, the price of tobacco has gone up considerably, the raising of prices being found necessary to make the monopoly a paying concern. It is declared that the quality has not improved, but has, rather, shown a deterioration. Thus the monopoly which was created to avoid the imposition of further direct taxes, has really resulted in the imposition of a much higher tax, since practically all Japanese, of both sexes, indulge in tobacco. The same is true in regard to the Salt monopoly. In the Camphor monopoly, which is practically confined to Formosa, the industry in Japan having been killed, special circumstances have prevented even ostensible success being shown. The camphor manufactured is largely for export and thus prices are affected by the general demand and the industrial conditions of the world. To maintain prices at a high figure in these circumstances is impossible, with the result that the revenue from the monopoly has undergone great fluctuations, ranging from £100,000 to £4,700. The question has been raised whether, in view of the small amount of profit, it is worth while maintaining the monopoly, but it is somewhat

easier to start such a monopoly than to relinquish it. On the whole, it may be said that the bulk of Japanese business men are wholly opposed to the Government system of monopolies, on the ground that not only are they an expensive method of raising taxes, but also that they interfere with industrial activity, since it is never certain what industry the Government will next take under its wing. Thus the Socialistic experiments of Japan, if they may so be called, are not popular, although, in view of the financial conditions, their abandonment is a very remote possibility.

For being a member of the Triad Society, a Chinese was yesterday sentenced to six weeks' imprisonment.

The annual report of the Union Church has been published. It states that the treasurer's statement shows a credit balance of \$5.01.

We have been informed by the Colonial Secretary's Office that the Government of French Indo-China has declared Hong-kong infected with plague.

Two mendicants had a fight in the street at Wanchai on Tuesday which ended in one being injured so badly that he had to be removed to the Hospital.

On Tuesday, a boy was knocked down at Shauiwan by a motor car belonging to the Exile Garage. He was badly injured about the head and had to be sent to the Hospital.

Several dead bodies were picked up in the Colony on Tuesday, death in two cases having been due to plague. One body was found floating in the waters of the harbour near Green Island.

Mr. K. Matsuda, who has for several years been the agent of the Toyo Kisen Kaisha in Hongkong, has been promoted to Yokohama. Mr. S. Morimoto has been appointed agent in Hongkong.

The directors of the Seremban Rubber Co., Ltd., recommend a final dividend of 20 per cent., while the directors of the Sungei Choh Syndicate have recommended a final dividend of 12½ per cent.

A seizure of arms and ammunition was made by L. S. Willis on the a.s. *Mangolia* yesterday morning consisting of one Winchester rifle, 300 rounds of ammunition, and one dozen automatic revolver magazines. A Chinese was arrested for being in possession.

The Hongkong and China Gas Co. has declared a final dividend of 5 per cent. and a bonus of 1 per cent., tax free, making 11 per cent. for the year; £3,500 is placed to general reserve, and £1,000 to reserve for exchange fluctuations, leaving £18,377 to be carried forward.

Notice is given in our advertising columns of a special meeting of the Hongkong General Chamber of Commerce to be held on the 20th inst. for the purpose of nominating a member of the Chamber to fill the place of the Hon. Mr. E. A. Hewett, C.M.G., during his nine months' leave of absence.

Two well-known, highly respected, and very popular members of the community left the Shanghai Settlement last week in Mr. and Mrs. W. Bright, who are undertaking a two years' trip to the home-land by way of Australia, New Zealand and the Cape. Mr. Bright has seen over thirty years' service in the Customs, being on the statistical staff for 32 years, while for many years past he has occupied the position of manager of the foreign literary staff.

The practice of snatching hats, especially panama straw hats and others of some little value, is becoming rather common in some parts of Chinatown. Yesterday morning Inspector Diamond charged a Chinese with the theft of a hat from a man who was riding along the street in a ricksha. The prisoner came up behind the ricksha and snatched the hat from the man's head. He was sentenced to three months' imprisonment and four hours' in the stocks.

An almost incredible incident, which reminds one of the dangerous times of the recent revolution, occurred last week on the river near Yochow, says the *Hankow Daily News*. The steam launch *Li Ho* of Messrs. Carlowitz and Co., flying the German flag, while on her way from Changsha to Hankow and conveying some foreign members of the firm, was fired at from a couple of junks full of Chinese soldiers. Though the steam-launch stopped to allow the soldiers to come on board, these incessantly fired at her and the shower of bullets—about 40 shots—gave the passengers and crew a hot time. One shot went through the coat of the launch and escape was only made possible by the launch going at full speed. The incident was reported to the Customs House at Chenglin, as well as to the German Consul at Hankow, who sent a strong protest to General Li Yuan-zung.

TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTERS' AGENCY.]

STRIKE OF P. & O. SEAMEN.

LONDON, May 8th.

The directors of the P. & O. Steamship Company have refused the demand of the Sailors and Firemen's Union to increase the number of white seamen. Consequently the men's officials have called out all the men on the P. & O. liners at Tilbury. The directors, while refusing the demands of the men, affirm that they are prepared to carry out their obligations under the law. They are willing to accept any slight modification of the existing system, but defend their position under the Merchant Shipping Act. A special meeting of the transport workers has been telegraphically summoned to support the action of the men's leaders.

THE MINIMUM WAGE ACT.

LONDON, May 8th.

The South Wales District Board, of which Lord St. Aldwyn is chairman, has given its first decision under the Minimum Wage Act, granting the underground labourers an advance of three-pence per day. The men are dissatisfied, and a conference of the Miners' Federation has been summoned.

MINERS RECEIPTS AND EXPENDITURE.

LONDON, May 8th.

A statement made by the financial secretary of the Northumberland Miners Association shows that the expenditure in the course of two and a quarter years has exceeded the income by £150,000 including £70,000 paid during the recent strike.

BRITISH DOCTORS AND THE INSURANCE ACT.

LONDON, May 8th.

A compromise is being arranged between the Government and the doctors by which the latter secure a capitation fee of about 8/- under the Insurance Act. If the new terms are accepted the medical profession gains about one and a half million sterling.

BRITISH IMPORTS AND EXPORTS.

LONDON, May 8th.

The imports for the months of April increased by £2,584,127, but there was a decrease in the exports of £2,805,329. The principal increases in the imports were on cotton, silk and leather. The decreases in exports were, coal £1,838,062, iron and steel, £1,041,557, wool, £291,000, cotton, £203,000.

AMERICAN PRESIDENTIAL ELECTION.

LONDON, May 8th.

Reuter telegraphs a correction to the effect that Maryland should be read for Ohio in the previous message which stated that Roosevelt had secured 40 delegates to Taft's 14 in the primary elections.

AMERICAN-CANADIAN RECIPROCITY.

LONDON, May 8th.

At question time in the House of Commons Sir Edward Grey announced that Mr. Bryce would return to Washington in September.

EAST AFRICAN STEAMBOAT SERVICE.

LONDON, May 8th.

The Union Castle Line has placed an order at Glasgow for a passenger and cargo steamer for the East African service.

INDIAN INDENTURED IMMIGRATION.

LONDON, May 8th.

Mr. Byles asked in the House of Commons whether there was any official information as to the recruiting of Indian labourers for Damaraland, and if so what were the conditions.

Sir Edward Grey said that he had heard that the Government of Damaraland had granted permission to the local chamber of mines to import Indians for employment in the mines. He referred Mr. Byles to the reply of Mr. Montagu, Under-Secretary of State for India, for a statement of the conditions under which the Government of India would allow indentured emigration.

[THROUGH REUTERS' AGENCY.]

THE HOME RULE DEBATE.

LONDON, May 8th.

On the resumption of the debate on the second reading of the Home Rule Bill, Mr. Austen Chamberlain denied that the Bill was a remedy for the congestion of the House of Commons, which would have continually to thresh out the questions settled in Dublin with the added complication that their action might mean the reversal of the decision of the semi-independent Irish Parliament. The military danger was profound, the financial danger was great, and he was not prepared that others should run into danger which he in England would not share. If Ulster resisted, public opinion would not allow Ulster to be dragged, and "you and your Bill will then go to wreck in the storm which you have caused."

Mr. Samuel defended the financial provisions. It was only just, he said, to provide for the deficit at the outset. When the Irish revenues increased and the deficit covered the case could be re-opened and Ireland given larger financial control. He was glad that Mr. Chamberlain had repudiated the frenzied appeals of Ulster to resort to violence. In the course of the debate all the larger arguments of policy had been in favour of the Bill: only the petty ones were against it.

Mr. R. J. McMorde, the Mayor of Belfast, said it was absurd to belittle the movement in Ulster to raise an army. The trouble would start before the Bill was enacted. Every man in Ireland able to afford it possessed a rifle or a revolver. There were 100,000 revolvers in the hands of Unionists in the North of Ireland, while the Nationalists had between 200,000 and 300,000.

The most notable of the other speakers were Mr. Neil Primrose and Mr. W. E. Gladstone, who supported the Bill.

DISTURBED TIBET.

LONDON, May 8th.

Referring to recent contradictory reports from Tibet, the *Times* hints that the irresolution of the Dalai Lama and his continued lingering at Kalimpong are due to the report of the advance of a strong relief force upon Lhasa from Batang. It fears that if the force succeeds in reaching Lhasa there will be severe reprisals upon the rebellious. Lhasa has not to fear Chinese troops alone, but also the Eastern Tibetan tribes whom the Chinese are said to have raised. The *Times* adds that the chief responsibility rests upon the unhappy refugee at Kalimpong, whose intrigues and breaches of the treaty brought the British force to Lhasa and paved the way for a substantial restoration of Chinese suzerainty. If the Tibetans do not now accept the domination of China we can do nothing to help them. If, on the other hand, they succeed in emancipating themselves from Chinese control we will certainly not repeat the involuntary aid given to China by the Lhasa expedition. We went to Lhasa to redress our own grievances and not to destroy the qualified independence of an ancient and not unkindly race.

A BRAVE ABORIGINAL.

LONDON, May 8th.

It is gazetted that the Albert Medal has been conferred on an aboriginal of the Roper River, Australia, for saving the life of a police trooper, who was taking him to the police station, and to whom he was chained. The trooper was carried off by the current while swimming the river.

THE MISSISSIPPI FLOODS.

LONDON, May 8th.

A New Orleans telegram states that the Mississippi floods cover an area of 875 square miles. The agricultural losses in Louisiana alone amount to nearly two millions sterling. The sufferings of the people are terrible, and unless boats are hurried to the remote districts, it is feared that hundreds of people will have perished.

[THROUGH REUTERS' AGENCY.]

THE NAVAL MANOEUVRES.

LONDON, May 8th.

Crowds gathered at Weymouth yesterday, despite the fact that the rain and fog obliterated the fleet. Disappointment was expressed at the non-arrival of the King, who was fogbound at Yarmouth, Isle of Wight.

THE NEW GERMAN MINISTER TO LONDON.

LONDON, May 8th.

Reuter's correspondent at Berlin telegraphs that Baron von Bieberstein, the former German Minister at Constantinople, who is to replace Count Metternich in London, has arrived and had a conference with the Imperial Chancellor.

R. G. KNOWLES SEASON.

As witty and full of humour as ever, Mr. R. G. Knowles, though he did not have a very big audience to work on at the Theatre last night, had no difficulty in keeping his auditors thoroughly amused. Mr. Knowles is really irrepressible, and possesses that happy knack of raising a laugh even before he opens his mouth. He told a number of very funny stories, which he said he had heard on the P. and O. steamer coming out. He also related his well known anecdote about the old negro and the judge. In the first half of the programme it seemed as if his fund of quips and humorous sallies was inexhaustible, and needless to say, the audience wanted more when he made his exit. Mr. Knowles is supported by a strong company of talented artists, including Miss Marie Terry, a dainty singer of refined songs, Miss Winifred Johnson, described as the "Kubelik of the Banjo," and who is undoubtedly a fine performer on that most difficult of instruments. Associated with the principal are also Kelly and Ashby, a duo of acrobats who certainly put the billiard table to strange uses. Miss Terry is also associated with Mr. Bentley in a comic sketch entitled "The Cadets."

The performance, which will be repeated to-night, was attended by H.E. the Acting Governor, Hon. Mr. Claud Severn, and party.

THE "TITANIC" DISASTER.

JAPANESE SURVIVOR'S STORY.

New York, April 18th.

The Japanese papers publish the following telegram:—Mr. Hosono, of the Japanese Railway Bureau, who is one of the survivors of the *Titanic* disaster, arrived here last night on board the *Carpentaria*. He states that on the night of the disaster the weather was fine and there was no fog. It was so cold, however, that he went to bed with extra clothing on. About ten o'clock he was awakened by a thud in the bows of the ship. Not thinking that anything serious had happened, he was about to go to sleep again when one of the crew brought him a life-belt and told him to go up on deck. He immediately put on a coat and, covering himself with a blanket, went on deck. There he heard the strange sounds produced by the firing of green rockets—the signal of distress—and the spectacle that met his eyes was most weird, the green light being reflected in the dark sky. The vessel had not yet shown any signs of a list, but the deck was already crowded with passengers, who, however, showed no signs of haste or panic.

Two officers, with revolvers in hand, superintended the operations for leaving the ship, and ordered the women and children and the sick to enter the boats first. When all were transferred to the boats, there still remained an empty boat on the starboard side. Mr. Hosono says he felt inclined to rush to the boat, but the reflection that he was the only Japanese passenger on board made him shrink from what he considered an act of cowardice. When, however, the boat was filled with men and was being lowered, one of them cried out that there was still room left for two or three people in the boat. No sooner was this cry heard than one man swiftly jumped into the boat, and Mr. Hosono instinctively followed. The next moment he found the boat already floating on the great ocean. The *Titanic* still towered high above them, and was seen to be slowly sinking by the head.

When the boat in which Mr. Hosono got away was about 300 yards away from the ill-fated vessel, they heard the explosion of the boilers, and amid dreadful sounds and pitiful cries the 1,000 remaining aboard the *Titanic* disappeared in the vortex beneath the waters. This was after two o'clock in the morning, and the survivors remained in the boats shivering in the cold for some seven hours, until early in the morning they were relieved to see the *Carpentaria* coming to the rescue.

At dawn the survivors saw three icebergs lying not far away, like so many evil spirits. Until then they knew nothing about the cause of the wreck. The boat was full of people, and there was not room for any one to lie down. There were only eight boats each for the first and second class passengers, and two of them were swallowed up in the vortex as the *Titanic* sank, while another was capsized. Only thirteen boats, therefore, were picked up by the rescuers.

ON THE FERRY.

A MIDNIGHT EXPERIENCE.

The time was midnight. I had been having a late night at the office and the red signal at the ferry wharf made me do the hundred yards in record time to catch the launch. The whistle was blown, but I managed to dash on board before the gangway was raised, and entered the cabin a little breathless. Four soldiers were already there. Two of them had their heads out of the window addressing some invisible persons to the effect that they were British soldiers and were good enough to associate with anybody. I scented trouble.

As I sat down one of the soldiers withdrew his head from the window and looked at me with the suspicion of a tear in his eye. Then he summoned up his courage to address me. Coming over to where I was seated he asked, "Would you mind shaking hands with me, sir?"

Being of an amiable disposition I cheerfully replied, "Certainly, if it does you any good."

He seized my hand. There was no doubt about the shake. He hung on to it and then placing his disengaged hand on my shoulder exclaimed confidentially, "Do you know what you are?"

"No," I replied with a little curiosity.

"You're a man: that's what you are."

"Thank you. It's very kind of you to say so."

"Yes, you're a — good man."

I tried to disengage my hand, but he had something more to impart to me.

"I'm only a soldier. They've got no use for us, these civilians, these gentlemen."

Gentlemen, they call themselves. Ah, they have no use for us except when there's some fighting to do. We're men. I haven't had any fighting yet, but I am ready to do my little bit."

"I'm quite sure of it."

"You're a good man, and if you want anybody to stand up for you, I'm your friend."

"Thank you, very much. I won't forget it."

These gentlemen think we're not fit to be in the same room with them. But do you know, sir, I was in a better position than any of them. It was in a silly mad moment I joined the army.

(Weeps.) I did not know what I was doing. Many a time I could cry when I think of what I might have been."

"Shut up, Jimmy," came the order from one of his companions in the rear.

This speaker then came forward and disengaging Jimmy's hand seized mine in a grip which was stronger and sweeter than Jimmy's. The new-comer relieved his feelings on the subject of gentlemen who would not occupy the same room with them, and after listening to much dissertation I was allowed to sit down.

The other civilian passenger in the cabin was a middle-aged Japanese who smiled good-humouredly at the soldiers, which prompted one who had not spoken to me to open up a conversation with the Japanese.

"How are thee doin'?"

"To Kowloon."

"Of course, you're goin' to Kowloon. That's the way the boat's goin'."

"Aw."

"You're a Jap, ain't you?"

"Yes, I am a Japanese."

"Good fellows, you Japs. Japan and England. Nobody can beat an Englishman. I'm an Englishman. Well, perhaps I'm not an Englishman. My father was Irish. He was born in Cawk. I was born in Aekney. Do you know Cawk?"

"I do not understand."

"What! you don't know Cawk? Cawk in Ireland. Well, then, you know Aekney?"

"No, I do not know—I do not understand."

"Well, this gentleman 'ere reading a book knows Aekney. You know Aekney, sir?"

I looked up from my book and admitted that I knew Aekney.

"There you are. He knows Aekney."

Fortunately I was not invited to further conversation. A fresh discussion was opened up by the trio on the seat by one declaring that the Yorkshire Light Infantry was the best regiment in the British army for sport, for discipline, and for men.

"And Yorksheer is the best county for football. Barnsley won the English Cup."

"They shouldn't ha' won it. Bromwich Albion was four goals better than them."

"I don't care, Yorksheer's the best blankety blank."

"Mind your language. There's the sergeant on board."

"Ooh."

With that the majority subsided into a moody silence, and the voyage was completed in peace.

The proceeds of the benefit in aid of the sufferers by the loss of s.s. *Titanic*, given at the Victoria Theatre recently, amounting to £67 13s. 5d., were forwarded to the Lord Mayor of London yesterday.

LOCAL SPORT.

HONGKONG CRICKET CLUB.

On Saturday, the 11th inst., the annual lawn tennis match between the Hongkong Cricket Club and Ladies' Recreation Club will be played on the Cricket ground, play to commence at 4.45 p.m.

The following players will represent the Cricket Club:—Messrs. R. and H. Hancock, Mr. R. D. Stewart and Capt. C. A. James, 126th Bal., Capt. F. J. Bowen, A.P.D., and Mr. A. R. Sutherland.

The Ladies' Recreation Club will be represented by the following:—Messrs. H. A. Nisbet and H. R. Philp, Capt. M. F. Day, K.O.Y.L.I., and Capt. G. T. Brierley, R.A., Capt. R. D. Crawford, R.A., and Mr. C. Willson.

At the conclusion of the above match Miss Enid Hutton Potts will kindly present the prizes to the successful winners of the recent tournament.

GOLF.

The results of the monthly competition played on May 4th are as under:—

| CUP. | | | |
|------------------------|-----|------|----|
| *Mr. G. S. Archbutt | 79 | 4 | 75 |
| *Mr. M. A. Murray | 79 | 4 | 75 |
| Mr. K. M. Cumming | 78 | Scr. | 78 |
| Rev. Foster Pegg | 78 | 1 | 79 |
| Capt. Johnston | 88 | 5 | 80 |
| Mr. R. M. Smith | 82 | 2 | 80 |
| Mr. Bulmer Johnson | 92 | 12 | 80 |
| Capt. Spicer | 89 | 9 | 80 |
| Mr. J. H. Ferguson | 85 | 4 | 81 |
| Mr. H. H. J. Gompertz | 97 | 16 | 81 |
| Mr. S. S. Moore | 96 | 12 | 84 |
| Mr. A. C. E. Elborough | 97 | 11 | 86 |
| Mr. R. E. O. Bird | 102 | 16 | 86 |

*Tie for Cup.

| POOL. | | | |
|------------------------|----|----|----|
| *Mr. G. S. Archbutt | 79 | 4 | 75 |
| *Mr. M. A. Murray | 79 | 4 | 75 |
| Mr. F. Harrison | 91 | 14 | 77 |
| Rev. Foster Pegg | 78 | 1 | 79 |
| Capt. Johnston | 88 | 5 | 80 |
| Mr. R. M. Smith | 82 | 2 | 80 |
| Mr. Bulmer Johnson | 92 | 12 | 80 |
| Capt. Spicer | 89 | 9 | 80 |
| Major Caulfield | 86 | 5 | 81 |
| Mr. H. H. J. Gompertz | 97 | 16 | 81 |
| Mr. A. C. E. Elborough | 97 | 11 | 86 |

*Tie for Pool.

51 Entries.

THE SHANGHAI RACES.

Yesterday's results were as follows:—

1—THE GREAT NORTHERN PLATE, Seven furlongs.

Mr. Elms' Mahatma (Johnstone) 1

Mr. Ellis Kadoorie's Durbar Chief (Birchall) 2

Mr. F. B. Marshall's Cypress Tree (Burkill) 3

Time, 1min. 47secs.

2—THE RUBICON PLATE, One mile and a quarter.

Mr. F. B. Marshall's Rose Tree (Burkill) 1

Mr. R. Macgregor's The Knight (Shaw) 2

Messrs. Winsome and Hasty's The Kestrel (Jones) 3

Time, 2min. 39.2-secs.

3—THE SHANTUNG STAKES, One mile and a quarter.

Messrs. Coutts and Midwood's Dunelmia (Johnstone) 1

Mr. Higgy's Valhalla (Burkill) 2

Mr. Jordan's Clapham (Rowe) 3

Time, 2min. 40.2-secs.

4—THE PARI-MUTUEL STAKES, One mile and a half.

Mr. G. D. Coutts' Carlisle (Dalgleish) 1

Mr. Robinson's Cecile Rose (Burkill) 2

Messrs. Winsome and Hasty's The Cormorant (Jones) 3

Time, 3min. 15.1-secs.

5—THE RACING STAKES, One mile.

Mr. Habitant's Halite (Cumming) 1

Mr. F. B. Marshall's Orange Tree (Burkill) 2

Mr. Ellis Kadoorie's Durbar Chief (Birchall) 3

Time, 2min. 04.4-secs.

6—THE YANGTZE CUP, One mile and three quarters.

Mr. F. B. Marshall's Persimmon Tree (Burkill) 1

Mr. Perry's Perhaps (Laurence) 2

Mr. Ruby's Kiang Wan (Crichton) 3

Time, 3min. 50.2-secs.

7—THE MANCHU STAKES, One mile and a quarter.

Mr. John Peel's Gone Aloft (Johnstone) 1

Mr. Solway's Red Cloud (Moller) 2

Mr. Marshall's Mango Tree (Burkill) 3

Time, 2min. 41.1-secs.

8—THE CONSOLATION CUP, One mile and a quarter.

Mr. Perry's Per (Laurence) 1

Mr. Durgor's Just-in-time (Cumming) 2

Mr. Lieutand's As de Trefle (Owner) 3

Time, 2min. 40.4-secs.

9—THE CHAMPION SWEEPSTAKES, One mile and a quarter.

Mr. F. B. Marshall's Willow Tree (Burkill) 1

Mr. Lamerton's Marengo (Rowe) 2

Mr. Marshall's Cherry Tree (Crichton) 3

Time, 2min. 35.1-secs.

10—THE NIL DESPERANDUM CUP, Seven furlongs.

Mr. John Peel's Terraughtie (Johnstone) 1

Messrs. Winsome and Hasty's The Petrel (Jones) 2

Mr. Habitant's Bonite (Cumming) 3

Time, 1min. 47.4-secs.

CANTON.

[FROM OUR OWN CORRESPONDENT.]

CANTON, May 7th.

CHANGES IN THE GOVERNMENT.

Mr. Chan Sui Pak, the Commissioner of Foreign Affairs, tendered his resignation the other day, and Mr. Wu Hon Man, the provincial president, has appointed Mr. Lo Poon Fai, the vice-commissioner under Mr. Chan, to take up this important post. Mr. Chan Sui Pak is one of the ablest men in all the ranks of the new officials, and it is expected that he will go north to a position in the Central Government. He has worked very hard for the revolution and was at one time, like Dr. Sun Yat Sen, living with a heavy price on his head. Mr. Lo, the new Foreign Secretary, has shown great ability while he has been in the office and the change will not weaken the Government in the least. It is also reported that Mr. Wong, the Commissioner of Industries, has resigned, having been appointed to take up this part of the Government at Peking.

STATUE TO SUN YAT SEN.

A movement is afoot at present inaugurated by some of the societies and guilds to erect a statue or a bronze casting of Dr. Sun Yat Sen to commemorate the fall of the Manchu Dynasty and to be a lasting tribute to the leader of the movement from his own countrymen. It has also been arranged that the "Imperial Temple of the Ching Dynasty" in Canton shall be transformed and called by the name of Ki Kang Chung Yuen, and there tablets are to be erected in memory of those who fell in the Revolution.

ANNIVERSARY OF ASSASSINATION OF TARTAR GENERAL.

Saturday was celebrated as the first anniversary of the death of Wun Sang Choi, who assassinated the late Tartar General Fu Ki, and a large number of people made their way to his tomb to sacrifice and pay honour to his memory. This is evidently to be made an annual red-letter day in Canton, and Wun is looked upon as a great hero.

SUMMER UNIFORMS.

A grant of \$82,100 has been made by the Government to fit out the soldiers on Police duty with summer uniforms. These initial expenses in every line are hitting the Government pretty badly, but once they have put in a year and gained experience things ought to go much smoother.

THUNDERSTORM ON SATURDAY NIGHT.

A very severe thunderstorm attended by heavy rain broke over the city on Saturday night and Sunday morning early. The lightning was quite close at hand and the peals of thunder sounded ominous. A building at the west end of Honam caught fire and blazed away merrily despite the torrents of rain. This is one of the severest thunderstorms that have occurred for a number of years.

CHANG KWING MING.

It is stated on the best authority that Chan Kwing Ming, the late Governor who resigned and left his post so quickly and unexpectedly a short time ago, is again in Canton and has taken up the position of Commander-in-Chief of the forces in Kwangtung. This follows out the statement which was made in these columns some days ago that it would not be long before we saw Mr. Chang back again in what was his original position.

DISBANDED LEADERS.

The more important leaders of the disbanded soldiers have been granted a pension which will be paid monthly until further notice. Yesterday this amount was paid to a considerable number who appeared in the yamen dressed in long cloaks instead of uniform as formerly.

THE NEW COMMISSIONER OF EDUCATION.

Fu Cheung, the Educational Commissioner, has resigned his post, and in his place has been appointed Mr. Chung Wing Kwong, who is at present the head Chinese teacher in the Christian College at Honam. Mr. Chung has a very good reputation in educational circles, having obtained several Chinese degrees. He is a Christian and has been in the College in Canton for some years. Last year he made a tour in America and has just shortly returned. He is a good master of English as well as Chinese, and it is expected that educational matters will be greatly improved in Canton under his guidance.

SHAMEN.

Yesterday being the Anniversary of the King's Accession all the gunboats in the river were dressed.

There are at present in the River H.M.S. *Clio* and *Robin*, U.S.S. *Calico*, S.M.S. *Tiguan*, the French *Vigilante* and the Japanese *Uji*.

Preparations are being made to hold a celebration on His Majesty's Birthday a month hence, and given good weather a splendid gala day will be the result.

LOAN FOR THE SHANGHAI MARKET.

Messrs. Diederichsen, Jensen & Co. have concluded a loan of \$5,000,000 with the Chinese Chamber of Commerce to relieve the Shanghai market the guarantee for which loan has been taken over by the Peking Central Government.

SUPREME COURT.

IN SUMMARY JURISDICTION.

Wednesday, May 8th.

BEFORE MR. H. H. J. GOMPERTZ (PUISEUR JUDGE).

DISPUTED OWNERSHIP OF A BICYCLE.

S. A. Laxman sued H. S. Dowood for the return of a bicycle alleged to have been wrongly taken by defendant from plaintiff, or, in the alternative, the sum of \$80, the value of the machine.

Mr. Gardiner appeared for the plaintiff and Mr. D'Almada e Castro for the defendant.

Mr. Gardiner—I don't know whether the proof of ownership is on the plaintiff, because it has been admitted that the bicycle was taken away from the plaintiff.

His Lordship—First of all, is it admitted that it is the plaintiff's bicycle?

Mr. D'Almada—We claim that it is our bicycle.

Mr. Gardiner—It was in our possession when it was taken away.

His Lordship—You say it is your property?

Mr. Gardiner—Yes.

His Lordship—Then the onus is on you.

Mr. Gardiner then briefly stated the facts of the case. It appeared that the bicycle was brought to the plaintiff by a young man, who afterwards turned out to be a son of the defendant. He offered the machine to the plaintiff for \$50, but after bargaining it was sold to him for \$25, the young man signing a receipt for \$50 on the suggestion of the plaintiff, who said he might want to sell it again.

The vendor then asked for the loan of the bicycle, in order to ride out to West Point. He returned the machine on the following Sunday. Soon after its return, two Chinese, accompanied by the young man, came to plaintiff's shop, and claimed the bicycle, saying that it had been stolen by the young man. The case was taken to the Magistracy, and the young man admitted to the police that he had stolen the bicycle. The prosecutor, however, did not attend the Court, and the defendant was discharged. The defendant in the present action, who claimed to be the owner of the machine, then came to plaintiff's shop and took the bicycle away.

His Lordship—I think the defendant would have been better advised to have paid the \$50, but I don't see that you have any case at all.

His Lordship added that unless Mr. Gardiner could prove that the young man had any authority to sell the machine, he had no case.

Judgment was given for the defendant with costs, and leave for the plaintiff to bring another action.

COVERING THE PACIFIC WITH WIRELESS.

The Bureau of Steam Engineering has had experts for the last year and a half working on the problem of properly covering the Pacific Ocean with wireless communication, says the *Army and Navy Journal*. They have just submitted their report, which is to the effect that the Pacific can be covered with wireless so as to have communication at any time of night or day, the whole project to cost about \$1,000,000. Guarantees have already been obtained from the wireless companies that they will install apparatus that will do this.

This brings up two important questions:—The interference by private wireless stations and the secrecy of Government messages.

It is stated that the first problem has been solved by recent experiments. These experiments have shown that by changing the wave length of the different stations communication can be had through interference of any kind.

As to the other problem, secrecy can be obtained through the use of codes. The code of the navy, for example, is secret. None but commissioned officers have access to this code. And, moreover, it is frequently changed.

There would have to be several high-power stations to cover the whole Pacific. To be sure, Key West occasionally talks to Alaska; but messages of this kind are freaks, and get through only occasionally and under unusual conditions.

It is stated that there should be stations at Colon, San Francisco, Hawaii, Samoa, Guam and the Philippines.

The station on the northern end of Luzon would control ships anywhere in the North Pacific and ships in the Chinese and Japanese waters. The station at Guam could relay to Hawaii. This is the only link that the bureau is not ready to guarantee at any time. It may be necessary to put a station on Midway Island.

With these high-power stations in operation there would be little doubt of constant communication, as wireless efficiency is constantly developing and improving. For example, a large amount of business is now done between Key West and Colon as satisfactorily as by cable.

It is to be hoped that these wireless stations will be established. With Japan as she is and the Pacific the centre of a gigantic struggle for commercial supremacy, such a system may be worth many millions at any moment.—*Chicago Inter Ocean*.

CORRESPONDENCE.

A NATIONAL CHURCH FOR CHINA.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

May 5th, 1912.

SIR,—A few days ago your leading article dealt with the recent Conference at Shanghai and the question of a National Church for China. I do not propose to criticize that article in general or in detail, but perhaps you could find room in your columns for a few thoughts suggested by it.

"The religion of Jesus has probably always suffered more from those who have misunderstood than from those who have opposed it."—*Professor Henry Drummond*.

"Love, St. Paul tells us, is the fulfilling of the law. Christ's sermon on the Mount differs from all contemporary Jewish teaching; so also it is impossible to compare it with any other system of morality. The difference here is one, not of degree, nor even of kind, but of standpoint. Every moral system is a road by which through self-denial, discipline and effort men reach the goal. Christ begins with this goal, and places his disciples at once in the position to which all other teachers point as the end. They work up to the goal of becoming the children of the Kingdom. He makes men such freely, and of His grace; and this is the Kingdom. What others labour for, He gives. They begin by demanding, He bestows; because He brings good tidings of forgiveness and mercy."—*From "Broken Bread."*

"The grim distinction (between the spiritually living and dead) must be retained. It is a scientific distinction. 'He that hath not the Son hath not life.' Now it is this great law (that to live spiritually we must be born from above) which finally distinguishes Christianity from all other religions. It places the religion of Christ on a footing altogether unique. There is no analogy between the Christian religion and, say, Buddhism or the Mohammedan religion. There is no true sense in which a man can say, 'He that hath Buddha hath life.' Buddha has nothing to do with morality. He may stimulate, impress, teach, guide, but there is no distinct new thing added to the souls who profess Buddhism. These religions may be developments of the natural mental or moral man. But Christianity professes to be more. It is the mental or moral man plus something else or some one else. It is the infusion into the spiritual man of a New Life. This constitutes the separate Kingdom of Christ, and gives to Christianity alone of all the religions of mankind the strange mark of Divinity. He that hath The Son hath Life."—*Professor Henry Drummond in Natural Law in the Spiritual World.*

I think these three quotations will help to make my purpose in writing clear, viz., that there is much misunderstanding of the Christian religion, and even amongst Christians themselves. Thus men fail to understand its essential difference to all other religions and how compromise with other religions is impossible. But worse than this; many earnest seekers after Truth are misled, fine moral men though they may be, and by unconscious prejudices the eyes of their spiritual understanding are closed. They fail to see the gift of Eternal Life offered so freely from above, with the fullness of Love, Joy, and Peace here, and a life of Blessedness beyond our understanding hereafter, when the pretty things of this earth are no more.—Your Obedient Servant,

WELL-WISHER.

THE NEXT BOSNIA.

A COMMENT ON THE CHINA LOAN.

The *Daily Graphic* of the 12th April contained the following editorial note:—

"We were apparently not far wrong in the interpretation we placed on the Russian conditions for participating in the Chinese Loan. The vagueness of the St. Petersburg summary is cleared up by the Tokyo version published to-day. From St. Petersburg we were told that the loan was not to prejudice Russia's 'special interests' in Manchuria, Mongolia or Western China. What was meant by these 'special interests'?"

So far as Manchuria is concerned the Tokyo telegram tells us quite clearly—"the exclusion of that province from the operations of the loan syndicate." It follows from this that Japan claims rights in Manchuria in derogation of Chinese sovereignty, since she denies the right of China to pledge the resources of the province or otherwise to make use of them in connection with her loan operations.

This is another "passing of the station quo" far more unscrupulous and wilful than the last one. In the case of Bosnia there was at any rate the excuse of a European mandate and an occupation which for thirty years had been effective and wholesome. The Far Eastern Bosnians, however, have not even been occupied as yet by their Russian and Japanese claimants, who

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NEW ADVERTISEMENTS

NOTICE.

IT IS HEREBY NOTIFIED that Mr. S. MORIMOTO has been Appointed AGENT of the TOYO KISEN KAISHA at HONGKONG with effect from this date, on the transfer of Mr. K. MATSUDA to YOKOHAMA.

TOYO KISEN KAISHA.
King's Building,
Hongkong, 9th May, 1912. [685]

WANTED.

AN ASSISTANT in WINE and IMPORT Firm, must have thorough knowledge of BOOKKEEPING. When applying state Salary required.
Apply—
Care of "Daily Press" Office.
Hongkong, 2nd May, 1912. [686]

HONGKONG GENERAL CHAMBER OF COMMERCE.

NOTICE.

A SPECIAL MEETING of the Members will be held on MONDAY, 20th MAY, 1912, at 4 o'clock P.M., in the Chamber Room, ST. GEORGE'S BUILDING, to nominate a Member of the Chamber to fill the place of the Hon. Mr. E. A. HEWETT, C.M.G., during 9 months' leave of absence granted to him by H.E. THE OFFICER ADMINISTERING THE GOVERNMENT. Notice in writing of the names of Candidates and of their proposals and secondaries to be lodged with the Secretary at least 48 hours before the time appointed for holding the General Meeting.
By Order,
E. A. M. WILLIAMS,
Secretary.
Hongkong, 9th May, 1912. [687]

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamship
"DEVANHA,"
Captain W. E. Hickey, will leave for Shanghai TO-DAY, the 9th inst., at Noon.
For Freight or Passage, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 9th May, 1912. [1]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"SYRIA,"
From ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed. Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.
Goods not cleared by the 14th inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and TUESDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, 8th May, 1912. [1]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"DEVANHA,"
From BOMBAY, COLOMBO AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.
This vessel brings on Cargo:—
From London, &c., ex s.s. "Macedonia,"
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.
Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.
Goods not cleared by the 15th inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and TUESDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, 8th May, 1912. [1]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO.
undertake every description of lighter work, including transhipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled at specially low rates quoted for large quantities.

[423]

NEW ADVERTISEMENTS

DEUTSCHE Männer und Frauen als Mitarbeiter für eine Monatschrift gesucht. Auch kleine Beiträge werden angenommen und honoriert. Adressen erbitten.
DR. HERMANN VON STADEN,
München No. 23.
6841

PUBLIC COMPANIES

HEADWATERS MINING COMPANY INCORPORATED.

NOTICE IS HEREBY GIVEN that a MEETING of the HONGKONG SHAREHOLDERS (whether registered or unregistered) of the HEADWATERS MINING COMPANY will be held at the Office of Messrs. DEACON, LOCKER & DEACON, Prince's Buildings, TO-DAY (THURSDAY), 9th May, at 4.30 P.M., for the purpose of considering the financial position of the Company.
BY ORDER,
Hongkong, 6th May, 1912. [669]

ANGLO-JAVA ESTATES, LIMITED.

THE SECOND ANNUAL GENERAL MEETING of the SHAREHOLDERS of this Company will be held at No. 10, Canton Road, Shanghai, at 4 P.M. on MONDAY, the 13th MAY, 1912, when the Directors Report and Statement of Accounts for the Nine Months ended 31st December, 1911, will be presented. The TRANSFER BOOKS of the Company will be closed from the 7th to the 13th May, both days inclusive.
By Order of the Directors,
J. A. WATTIE & Co., Ltd.,
Secretaries and General Managers.
643

JAVA CONSOLIDATED RUBBER AND COFFEE ESTATES, LTD.

THE SECOND ANNUAL GENERAL MEETING of the SHAREHOLDERS of this Company will be held at No. 10 Canton Road, Shanghai, at 4 P.M. on WEDNESDAY, the 15th of May, 1912, when the Directors Report and Statement of Accounts for the year ended 31st December, 1911, will be presented. The TRANSFER BOOKS of the Company will be closed from the 6th to the 15th of May, both days inclusive.
By Order of the Directors,
J. A. WATTIE & Co., Ltd.,
Secretaries and General Managers.
644

INTIMATIONS

WHANGPOO CONSERVANCY BOARD.

NOTIFICATION No. 35.

TENDERS are hereby invited for the DREDGING, TRANSPORTING and DEPOSITING of Four Million Cubic Yards (large measure) more or less in the lower Whangpoo River.
Printed Copies of the Contract, Specifications and Map of the work, as well as printed forms for Tendering may be obtained at the Board's Offices, 6, Kiukiang Road.
The above-mentioned forms must be used for all Tenders, and no Tender will be considered that does not contain satisfactory answers to each of the 22 questions enumerated in these forms regarding the Plans, Personnel, etc., to be employed for the work.
Tenders, marked "DREDGING CONTRACT" and addressed to the WHANGPOO CONSERVANCY BOARD, should be delivered at the Board's Offices before Noon, May 31st, after which no Tenders under any circumstances will be received.
The Board does not bind itself to accept the lowest or any Tender.
WHANGPOO CONSERVANCY BOARD.
Shanghai, 1st May, 1912. 678

PICNIC PARTIES.

LAUNCH FOR HIRE.

THE Handsome "KING EDWARD HOTEL" LAUNCH can be hired for Picnic Parties by the Hour or Day.
Apply for Terms to the Manager,
H. HAYNES.
Hongkong, 1st March, 1912. [389]

YOSHIMITSU & Co.,

No. 9, BEACONSFIELD ARCADE
(Opposite the City Hall).

DEALERS in Leather Goods, such as TRAVELLING TRUNKS, GLADSTONE and other BAGS, &c., &c., &c.
The only Leather Goods Store in the Colony.
We respectfully beg to announce to the General Public of Hongkong that the above Store is now Open at the above address, and solicits their inspection and kind patronage.
Hongkong, 4th May, 1912. [665]

BUTTER. BUTTER.

WE are pleased to be able to announce that the selling prices of our different BRANDS BUTTER at present are as follows:—

!! REDUCTIONS !!

"DAISY" BRAND ... 80 cts. per lb.
"DAIRYMAID" ... 75 " "
"BUTTERCUP" ... 70 " "
"PASTRY" ... 65 " "

THE DAIRY FARM CO., LTD.

Hongkong, 8th May, 1912. [1]

INTIMATIONS

LANE, CRAWFORD & CO. OUTFITTING DEPT.

NEW SHIRTS

BEST QUALITY ZEPHYR NEAT STRIPES. FINE WHITE LONGCLOTH EXTRA LIGHT. AERTEX CELLULAR WITH SOFT CUFFS. ALL LONDON MADE AND PERFECT FITTING.

MUSIC DEPT.

PIANOS, NEW AND SECOND HAND.

BROADWOOD, BRINSBARD, COLLARD, SQUIRE, CHALLEN, ALLISON, DORNER, ETC.

SALE OR HIRE. EASY TERMS.

Old Pianos taken in exchange.

LANE, CRAWFORD & CO.

FOR SALE

FOR SALE.

DERBINGTON, 7-Roomed House, Port Road, beautiful situation.
For Terms, apply to—
C. SCHROETER,
Care of Messrs. GARRER, BORNES & Co.,
King's Buildings, 11th Fl.,
Hongkong, 10th July, 1911. [125]

FOR SALE, With or Without Furniture.

"TOR OREST," No. 8, The PHAK, with Tennis Court. Commanding a magnificent view of the Harbour and Adjacent Islands.
Apply—
LIVSTEAD & DAVIS,
3rd floor, Alexandra Buildings,
Hongkong, 7th March, 1912. [416]

CLEARANCE SALE.

(FOR 30 DAYS ONLY)

SILK FANCY GOODS

of all kinds.
At Extremely Low Prices.

BARGAINS! BARGAINS! BARGAINS!

D. CHELLARAM,
56, Queen's Road.
Hongkong, 27th April, 1912. [624]

BROWN, JONES & Co.

ITALIAN MARBLE FIGURES, CROSSES and HEADSTONES, BLACK, RED and GREY GRANITE MEMORIALS in Stock.
WREATHS with Glass Shades from 24 up.
BROWN, JONES & Co.,
41, Morrison Hill Road.
Telephone 423.
Hongkong, 18th October 1911. [776]

JUST RECEIVED: STAMPS OF CHINA

PORTUGAL AND COLONIES with

"REPUBLIC" SURCHARGES.

GRACA & CO.

HONGKONG HOTEL BUILDING,
PEDDER STREET, HONGKONG.
432

JUST UNPACKED! "CLYTIE" LATEST SHAPES.

IMPROVED SHAPES. SANITARY HAIR GOODS. Frizzettes, Waved Mohair and Crepe. Hair Rolls. Hair Frames, New Turban, Round Bun Frame, Watch Spring Frames. Light Brown, Mid Brown, Dark Brown and Black, and Bandeau and Elegant Effective Hair Ornament.

HOOSAIN-ALI & Co.,

No. 14, Queen's Road Central,
Corner of Zetland Street, Hongkong.
Hongkong, 6th May, 1912. [50]

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000
RESERVE FUND:—
Sinking ... \$1,500,000 at 2%—\$15,000,000
SILVER ... \$16,750,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:

E. SHEDDEN, Esq.—Chairman.
F. H. ARMSTRONG, Esq., Deputy Chairman.
Andrew Forbes, Esq. G. H. Modhurst, Esq.
G. E. Frieland, Esq. W. L. Pattenden, Esq.
O. S. Gubbay, Esq. Hon. Mr. C. H. Ross
G. E. Laurens, Esq. H. A. Siebs, Esq.
F. Lieb, Esq.

CHIEF MANAGER:

Hongkong—N. J. STABE.

MANAGER:

Shanghai—E. E. H. HUNTER.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.

For 3 months, 2½ per cent. per Annum.
For 6 months, 3½ per cent. per Annum.
For 12 months, 4 per cent. per Annum.

N. J. STABE,

Chief Manager.

Hongkong, 21st February, 1912. [19]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID UP CAPITAL ... £1,200,000
RESERVE FUND ... £1,650,000
RESERVE LIABILITY OF PROPRIETORS ... £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.
WM. DICKSON,
Manager.
Hongkong, 12th April, 1912. [133]

THE MERCHANTS' BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ... \$1,500,000
SUBSCRIBED ... 1,125,000
PAID UP ... 562,500
RESERVE FUND ... 365,000

HEAD OFFICE:

40, Threadneedle Street,
LONDON, E.C.

BRANCHES:

Bombay, Calcutta, Hongkong, Madras, Rangoon, Singapore, Suez, Yokohama.
Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

AGENTS IN JAPAN:

Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS:

BANK OF ENGLAND.

LONDON JOINT STOCK BANK, LTD.

Every description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Constituents. Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

F. C. MACDONALD,

Manager.

Hongkong, 29th March, 1912. [938]

NEDERLANDSCH-INDISCHE HANDELSBANK.

(NEDERLANDS INDIA COMMERCIAL BANK).

ESTABLISHED 1853.

Authorized Capital Fl. 15,000,000 (£1,250,000)

Paid up Capital Fl. 12,401,050 (£1,033,421)

Reserve Fund Fl. 3,252,157.01 (£271,015)

HEAD OFFICE: AMSTERDAM.

HEAD AGENT: BATAVIA.

LONDON BANKERS

THE WILLIAMS DEACONS BANK,
SWISS BANK CORP.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:—
12 months 4½ per annum.
6 " 3½ " "
3 " 3 " "

O. WOLDHINGH, Manager.

No. 8, Des Vaux Road Central,
Hongkong, 15th August, 1909. [22]

THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORIZED CAPITAL.....Yen 48,000,000

PAID-UP CAPITAL.....Yen 30,000,000

RESERVE FUND.....Yen 17,500,000

HEAD OFFICE—YOKOHAMA.

Branches and Agencies at

Amoy, Hankow, Hongkong, Kobe, London, Lyons, Shanghai, Singapore, Swatow, Tientsin, Yokohama.

HONGKONG OFFICE:

Des Vaux Road,
Interest allowed on Current Accounts Deposits received on terms which may be had on application.
K. TSUDZURABARA, Manager.
Hongkong, 1st May, 1911. [637]

ENTERTAINMENTS

BIJOU SCENIC THEATRE.

FLOWER STREET.

THE HOME OF THE LATEST PICTURE PLAYS.

WHERE EVERYBODY'S GOING NIGHTLY.

AT 7.15 P.M. AND 9.15 P.M. EVERY EVENING.

Lessee and Manager: R. H. STEPHENSON.

Hongkong, 1st May, 1912. [647]

VICTORIA THEATRE.

THE FINEST FILMS IN THE COLONY.

Two Performances: 7.15 P.M.—FILMS ONLY—7.15 P.M. 9.15 P.M.—FULL PROGRAMME—9.15 P.M.

DEBUT OF THE CELEBRATED SKETCH ARTISTS.

FRED—GRAHAM AND DENT

—NELLIE.

From the Gaiety Theatre, London, The Fifth Avenue Theatre, New York, and The Williamson Circuit in Australasia.

COMING! COMING! Debut in a Few Days: THE POPULAR AND FAVORITE ARTISTS, SAM GALE and the Queen of Infantile Soufrettes, Little "SADIE."

Return Visit of THE BRENNANS, Champion International Dancers.

Hongkong, 9th May, 1912. [58]

SCENIC RAILWAY.

THE same as was shown at the Hongkong University Bazaar, is NOW OPEN to the Public, at the OLD LADY OFFICE in Queen's Road (opposite the foot of D'Agular Street).

NEW PICTURES EVERY SATURDAY.

The New HYDRAULIC SCREEN renders the scenes so perfectly that passengers may go ROUND THE GLOBE with all the thrill and excitement of a railway journey in the record time of HALF AN HOUR.

TIME TABLE.

EVERY DAY:

ORDINARY TRAINS at 6 p.m. and every half hour till 9 p.m.

SPECIAL TRAINS at 8.30 p.m., 10 p.m. and 10.30 p.m.

EXTRA AFTERNOON TRAINS, Every Day, at 2 p.m. and every half hour till 4.30 p.m.

Fare 50 cents.

Children under 12 years of age half fare.

THE COOLEST SHOW IN THE EAST!

ICED AIR PROVIDED.

Hongkong, 8th May, 1912. [671]

NEW THEATRE.

KAW U FONG.

AT 9 P.M.

TO-NIGHT! TO-NIGHT!



MASTER OF MIRACLES.

will appear in a GRAND CHANGE OF PROGRAMME.

PRICES: 3s, 2s, 1s and 50 cts.

Hongkong, 6th May, 1912. [672]

MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.)

COAL DEPARTMENT

SOLE PROPRIETORS OF TAKASIMA OCHI, MUTABE YOSHINOTANI, HOJO, KANADA, NAMAZUTA, SATO SHINNEW and KAMITAMADA, Culleries.

AGENTS FOR KISHIDAKE and SAKITO Coals.

HEAD OFFICE—MARUNOUCHI, TOKYO.

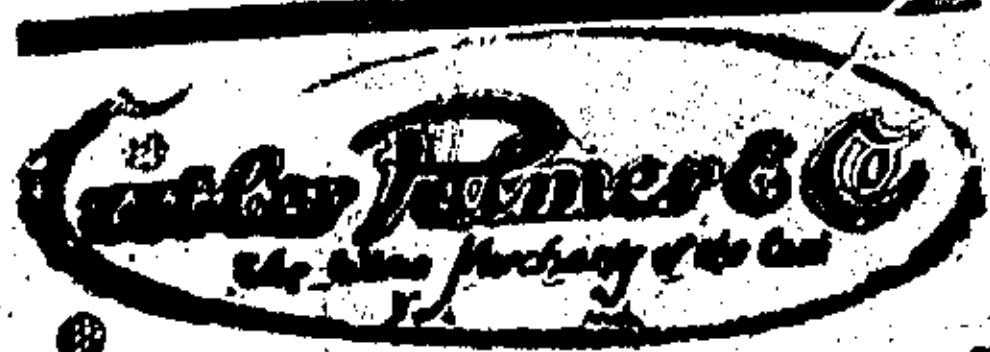
BRANCH OFFICES—NAGASAKI, MOJI, KATATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI," Codes, AI, ABC 5th Ed., Western Union.

AGENTS:—YOKOHAMA: M. ASADA, Esq. CHINKIANG: Messrs. GRATING & Co. MANILA: Messrs. MACDONALD & Co. SINGAPORE: Messrs. BORTHON Co., Ltd.

For Particulars, apply to Y. SHIBUYA, Manager.

No. 2, Pedder Street, Hongkong; Hongkong, 10th August, 1911. [616]



NAPIER JOHNSTONES'
"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN
1745.

**BEWARE OF
IMITATIONS.**

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & Co.,
and from ALL WINE MERCHANTS.

COMPANY MEETINGS.

THE YANOTSE INSURANCE ASSOCIATION,
LIMITED.

The twenty-second ordinary general meeting of shareholders was held in the offices of the Company, The Bund, Shanghai, on the 30th ult., Mr. J. M. Young occupying the chair. There were also present: Messrs. H. J. Snel, C. W. Wrightson, W. S. Livingstone, and the Secretary, Mr. W. S. Jackson. After the notice calling the meeting had been read, the Chairman said:

Gentlemen.—The report and accounts for the year ended on December 30th, 1911, having been in your hands for some time, may, I presume, be taken as read, but before formally proposing the adoption and passing of same I propose to make a few remarks, as customary on these occasions, on the course of our business since we met on April 11th, last year. I will be as brief as possible and not take up more of your time than is necessary in explaining those figures in the report and accounts, which I think may interest you. Your directors are pleased to be able to present to you an account showing, what they feel sure you will consider, satisfactory results, taking into consideration the fact that we have passed through a year characterised by the Revolution in China, war in Europe, labour strikes in England and other countries and by serious disasters to many first class steamers. I will first refer you to the working account 1910 and former years. The balance at credit of the account is \$253,852.87 and your directors hope you will accept the division of that balance as recommended in the report, viz.:

A dividend of 20 per cent. to shareholders (\$120,000 per share) \$144,000

To credit of R/Insurance Re-

serve Fund 50,000

To credit of building reserve fund 10,000

leaving a balance to be carried forward

of \$49,652.87, which, although not so large

a balance as carried forward last year, is,

we consider, more than sufficient to meet

any outstanding known losses and claims

against 1910 and former years.

Reserve funds.—The reserve fund remains at \$1,000,000, and the R/Insurance

reserve fund, which has been increased

during the year by \$9,963.91, will, with the

addition of the \$50,000 proposed in the

report, amount to \$498,405.32. The building

reserve fund, after being credited with the

\$10,000 as recommended in the report,

will amount to \$50,000.

Working Account 1911.—The net premium

earned during the year ended December

30th, 1911, after deducting all return

premium, R/Insurance premium, etc., amount

to \$1,499,127.74, which is a falling off of

\$112,491.97 as compared with the previous

12 months. I think it is hardly necessary

for me to explain the reason for that fall-

ing off, as most of you, being merchants

and business men, are aware of the fact

that 1911 was a year characterised by

almost universal depression in business,

not only in China but in many other parts

of the world. I feel satisfied that not-

withstanding the falling off in the amount

of premium earned by the association dur-

ing last year, we have a larger number of

constituents than ever before, and I think

we only have to wait for the Government

of China to be settled and confidence in

the money market and business circles to

be restored to confirm my statement and

prove that the association is still going

ahead by showing a larger premium in-

come year by year. The balance at credit

of working account, 1911 amounts to

\$814,635.81, and although this shows a de-

crease of \$122,172.13 as compared with the

previous year, I am pleased to say the

losses and claims pending settlement

and also the risks unexpired are consider-

ably less than they were at this time last

year, and your directors feel quite satis-

fied in recommending the payment of a

special dividend of 20 per cent. (equal 5%

on the paid-up capital) out of interest

earned during 1911, which, with the divi-

dend of 20 per cent., as recommended in

the report to be paid out of the balance

for working account 1910 and former

years, will make a dividend to share-

holders of 25 per cent., which I feel sure

you will consider satisfactory.

Exchange and investment fluctuation

account.—This account, after being debi-

ted with \$42,054.56 to meet the depreciation

in the silver investments on December

30th last, shows a balance at credit of

\$93,505.41. The amount invested in loans

on mortgages of real estate on December

30th last was \$447,946.20. Your directors

WM. POWELL, LTD.

TELEPHONE 346.

**DRAPERS MILLINERS,
OUTFITTERS,
COMPLETE HOUSE
FURNISHERS, etc.**

**NEW ADDRESS,
12, DES VŒUX ROAD CENTRAL.**

(Opposite their Old Premises).

Wm. Powell, Ltd.,

**ENGLISH
RECORDS** to be had

ONLY from

ROBINSON'S

\$1.50 EACH.

**NOTE THEY ARE
DOUBLE-SIDED.**

PAROELS ON APPROVAL.

94.2]

STARS
of the
**LONDON
MUSIC HALLS.**
**WILKIE
BARD,
LITTLE TICH,
GEORGE FORMBY,
BILLY WILLIAMS,
GEORGE GLOSSMITH,
ALBERT WHELAN,
WHIT (UNLAFFE).**

GARNER, QUELCH & Co.,

WINE MERCHANTS,

DES VŒUX ROAD CENTRAL,

TELEPHONE 636.

Supply the Highest Quality WINES, SPIRITS, CIGARS
AND CIGARETTES obtainable, consistent with price

All Wines and Spirits bottled in Europe by Shippers of
World-wide reputation.

[128]

TO LET

TO LET.

"LEUKNOR," 116, The PRANK, Furnished

Apply—

MAJOR TULLOCH,
Head Quarters Office,
Hongkong, 29th April, 1912. [628]

TO LET.

BEACONSFIELD. Will be converted

into a First Class Boarding House with

Large Dining Room, Thirty Bedrooms and

Eighteen Bathrooms. Plans to be seen at our

Office.

Apply—

LINSTEAD & DAVIS,
Alexandra Buildings,
Hongkong, 20th March, 1912. [481]

TO LET.

COMFORTABLE FLATS, Furnished or

Unfurnished, with Two Bathrooms and

Kitchen attached. Electric fittings.

Apply to—

H. HUTTONJEE,
Royal George Hotel,
Hongkong, 7th May, 1912. [675]

TO LET.

OFFICES on 3rd Floor, Hotel Mansions

Apply to—

HENRY HUMPHREYS,
Alexandra Buildings,
Hongkong, 12th March, 1912. [388]

TO LET.

A TROKOSAN (on the heights behind

Kobe, Japan). FULLY FURNISHED

BUNGALOW—1 Large Living Room, 5

Bedrooms, 4 Bath Rooms, usual Kitchen and

Servants' Quarters. Rent, Yen 600 for the

Season (May/October) inclusive.

Apply to—

WYMARK, AILION & CROMBIE,
Auctioneers and Estate Agents,
No. 72, Kyo Machi,
Kobe, Japan.

TO LET.

OFFICE in Alexandra Buildings.

Apply—

A. S. WATSON & Co., Ltd.,
Alexandra Buildings,
Hongkong 26th February 1912. [367]

TO LET.

SHOP with GODOWN attached, Nathan

Road, Kowloon.

Apply to—

HUMPHREYS ESTATE & FINANCE
Co., Ltd.
Hongkong, 18th April, 1912. [525]

TO LET.

RANFUELY, 11, Conduit Road. From

1st June.

Apply—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.
Hongkong, 8th May, 1912. [683]

TO LET.

WILL DOG AND GUN IN THE

NEW TERRITORY.

Being the Series of Articles contributed

to the "HONGKONG DAILY PRESS"

"Sportsman," reproduced in book form

PRICE ONE DOLLAR.

Hongkong, 29th October, 1910

for, will be realised in the very near future, and that not only the association, but its shareholders, its constituents and friends, will all benefit thereby, and that 1912 will be a prosperous year for us all. In conclusion I now come to what has always been the pleasantest part of my duty at these annual general meetings of the shareholders, and that is to report the Board's uninterrupted satisfaction with the zealous and efficient manner in which the business of the association has been conducted by Mr. Jackson and our most excellent staff. I have also great pleasure in stating that under Mr. Blackwell in London our business shows satisfactory expansion. At all our agencies in different parts of the world we are happy in our representatives. Although the accounts submitted to-day show that the results so far ascertained are not quite equal to those of the last year's, they are only very little behind, and as the pending and estimated losses of 1911 are smaller than last year may even improve upon present showing. I think under the circumstances the results are wonderfully good and enable shareholders to receive the same dividends as for some years past and that you will mark your appreciation by voting a bonus to the staff, the same as last year, a resolution to which effect I shall have the pleasure of submitting in due course.

Before placing the resolution for passing the report and accounts before you, I will ask the secretary to read the auditors' report on same, as that is now required by the new Ordinances of Hongkong.

GLENSHIEL RUBBER ESTATES COMPANY (LIMITED).

SATISFACTORY RESULTS AND ENCOURAGING PROSPECTS.

The Fourth Annual General Meeting of the company was held on the 11th ult. at Winchester House, E.C., Mr. Edward Lawrence Hamilton (chairman of the company) presiding.

The Secretary (Mr. Percy E. L. Taylor) read the notice convening the meeting.

The Chairman, in moving the adoption of the report, said that the result of the year's working disclosed a profit of \$3,864, which he hoped would be considered satisfactory.

Having referred to the figures in the balance-sheet, he said it was estimated that it would require about a further \$5,000 to bring to maturity the existing cultivated area. The crop of rubber harvested in 1911 was 89,055lb. and the gross price realized was 5s. 3-6d. per lb.

The general manager's original estimate was 100,700lb., and the shortage was therefore 20,605lb., which might be a little disappointing to some of them, but, as stated at their last meeting, the board's instructions were that on no account were the trees to be harassed in order to get the estimate; safe tapping must be done at any cost.

In a year of abnormal drought such as had been experienced in 1911 moderate tapping was more than ever necessary. It was not until October that the trees really recovered from the effects of the prolonged dry weather, and this was borne out by the fact that the yield for the last three months of the year was 33,761lb., against 55,334lb. for the previous nine months. The general manager's estimate for the current year was 165,500lb. This was a considerable increase to look for and, although the general manager appeared to be confident that he would get it, he (the chairman) was inclined to put the estimate at a somewhat lower figure, especially as the output for the first three months of the year was 33,761lb., against the general manager's estimate of 39,500lb. for that period.

Taking the same percentage of shortage over the whole year, the total crop should be 158,000lb., which, if attained, should be considered as quite satisfactory. The cost of the rubber harvested worked out at just under 2s. 10d. per lb., free on board, which was undoubtedly high. It was due partly to the expensive clearing up of the estates, and it was also accounted for, in a large measure, by the drought affecting the yield from the young trees, and, as they were aware, they had as yet practically no old rubber giving high yields per tree to help to reduce the average cost per lb.

THE YIELD OF RUBBER.

The average number of trees tapped during the year was 73,698 and the average yield per tree was 1-21lb. As the yield per tree increased the cost per lb. should decrease rapidly, and he was glad

to say that there was a marked reduction in the cost for January and February of this year. The shareholders had been advised of their forward sales of rubber, and the position at this date was that they had sold and delivered of this year's crop 6,827lb. at an average gross price of 5s. 9d. per lb., and there remained to be delivered this year under forward contracts 36,008lb. at an average price of 4s. 8d. per lb. They had also sold, for delivery during January to December of next year, 22,850lb. at an average price of 4s. 8d. per lb. During the year a survey of the planted area was made by Messrs. Kinney and Sons, a well-known firm of surveyors, and the result of their work showed a surplus area under cultivation of eight acres. The only extension undertaken during the year was 12 acres adjoining the assistant's bungalow on Sungei Tankas, which was opened up principally on the grounds of health. The position at the end of last year was 1,223 acres under rubber and 1,046 acres uncultivated. They did not contemplate any extensions during the year, but they had a considerable area which was available for extension, and their policy should be gradually to extend out of profits the cultivated area to 1,700 or 1,800 acres, and thereby reduce the capital cost per acre to about £20. He believed they would be able to do this and give very satisfactory dividends. The capital cost to date was £28 12s. 6d. per acre—a very low figure. They had definitely decided to join with the Inch Kenneth and other companies in a joint factory scheme and in a scheme for the establishment of a central hospital, both of which would be advantageous to their company. The factory company had been registered in Selangor as the Kajang Central Rubber Factory (Limited), and their company had subscribed for 2,000 shares of \$10 each. A very favourable site had been acquired almost adjoining Kajang Railway Station, and it was proposed to connect the factory with the railway station by a siding, which would mean a large saving in transport and the handling of the crop. It was hoped to have the factory in running order by June next. The estimated capital expenditure for this scheme was based on a contribution of 87 per cent. cultivated acre. The proposed contribution by their company was \$8,560, or, say, £1,000. Mr. William Duncan, the general manager of the Straits Rubber Company, visited the estate in February last, and reported the Glenshiel Estate to be in excellent condition and the growth of the trees to be excellent. On Sungei Tankas Estate he said the growth of the trees was also good, and, generally speaking, he saw a great all-round improvement since his visit in February, 1911.

Mr. E. A. Bennett seconded the adoption of the report, which was adopted without discussion; and a dividend of 20 per cent. having been declared the proceedings terminated.

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SCOTCH WHISKY

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MANAGER,
"Hongkong Daily Press" Office

Hongkong, 13th March, 1912

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APIOL-STEEL
PILLS**
A French Remedy for all irregularities of the system. It is a sure cure for all cases of Indigestion, Headache, Neuralgia, Rheumatism, Gout, Gravel, and all cases of the Urinary System. It is a sure cure for all cases of the Urinary System. It is a sure cure for all cases of the Urinary System.

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PHOSPHO-GLYCERATE OF LIME**
It increases vital energy and nerve force, cures Neurasthenia, Dyspepsia, Anemia, and nervous diseases in adults and children.
IN CAPSULES, IN WINE, AND IN SYRUP

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**PLANS OF THE SI-KIANG
OR
WEST RIVER.**

PRICE ONE DOLLAR.

Having all the Important Towns on route
from CANTON to KICHOW.

I need hardly add that I hope the state of affairs in China will shortly be settled, and that the improvement in trade generally, which we have been so long hoping

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| LUERIC ... 15th May | OCEANO ... 27th June |
| OCEANO ... 15th June | |

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The BANK LINE Steamers are of the Newest Design,
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First Class accommodations are provided for £43 to London (return ticket £74)
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| STEAMERS. | Tons | Starting | 1912 |
|-----------|--------|----------|----------------------|
| NILE | 11,000 | TUESDAY | 14th May, at 1 P.M. |
| WINGOLIA | 27,000 | TUESDAY | 21st May, at 1 P.M. |
| PERFIA | 9,000 | TUESDAY | 11th June, at 1 P.M. |
| KORFA | 18,000 | TUESDAY | 18th June, at 1 P.M. |
| SIBERIA | 18,000 | TUESDAY | 2nd July, at 1 P.M. |
| CHINA | 17,200 | TUESDAY | 9th July, at 1 P.M. |
| MANCHUBIA | 27,000 | TUESDAY | 16th July, at 1 P.M. |
| NILE | 11,000 | TUESDAY | 30th July, at 1 P.M. |

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| DESTINATIONS | STEAMERS | TONS | SAILING DATES |
|--|-----------------------------------|-------|-------------------------------------|
| MARSEILLES, LONDON and ANTWERP, VIA SINGA- PORE, PENANG COLOMBO, SUZUKI and PORT SAID | MIYASAKI MARU Capt. T. Murai | 9,000 | WED. DAY, 22nd May, at Daylight. |
| | KITANO MARU Capt. F. E. Copp | 9,000 | WED. DAY, 5th June, at Daylight. |
| VICTORIA, B.C., and SEATTLE VIA SHANGHAI, MOI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA | INABA MARU Capt. S. Tominga | 7,000 | TUESDAY, 21st May, at 4 P.M. |
| | KAMAKURA MARU Capt. K. Asakawa | 7,000 | TUESDAY, 4th June, at 4 P.M. |
| SEATTLE | YOKOHAMA MARU Capt. N. Noda | 7,000 | About 1st June, from KOBE. |
| SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE | YAWATA MARU Capt. T. Sekina | 6,000 | FRIDAY, 10th May, at Noon. |
| | NIKKO MARU Capt. M. Yagi | 6,000 | FRIDAY, 7th June, at Noon. |
| BOMBAY VIA SINGAPORE, and COLOMBO | HAKATA MARU Capt. — | 7,000 | MONDAY, 13th May. |
| KOBE and YOKOHAMA | HIRANO MARU Capt. H. Fraser | 7,000 | THURSDAY, 23rd May. |
| NAGASAKI, KOBE and YOKOHAMA | KUMANO MARU Capt. M. Winckler | 6,000 | WED. DAY, 5th June, at Noon. |
| SHANGHAI, MOI and KOBE | COLOMBO MARU Capt. — | 5,000 | WED. DAY, 22nd May. |
| SHANGHAI and KOBE | | | |

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1912 PASSENGER SEASON 1912

| STEAMER | TONS | CAPTAIN | FROM HONGKONG |
|---------------|-------|------------|---------------|
| MIYASAKI MARU | 9,000 | T. Murai | May 22nd |
| KITANO MARU | 9,000 | F. E. Copp | June 5th |
| IYO | 7,000 | R. Takeda | June 19th |
| STEAMER | TONS | CAPTAIN | FROM HONGKONG |
| INABA MARU | 7,000 | S. Tominga | May 21st |
| KAMAKURA | 7,000 | K. Asakawa | June 4th |
| TAMBA | 7,000 | S. Wada | June 18th |

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| ZAFIRO | 4000 | M. C. Smith | Manila, Mangarin, Iloilo and Cebu | On 10th May, 4 P.M. |
| RUBI | 4000 | S. A. Crosby | Manila, Mangarin, Iloilo and Cebu | On 20th May, 4 P.M. |

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers,
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S.S. "BOHEMIA," 7,900 tons, will leave as above on 19th June, 1912, 6 P.M.

S.S. "AFRICA," 8,870 tons, will leave as above on 19th June, 1912, 6 P.M.

S.S. "AFRICA," 8,840 tons, will leave as above on 4th June, 1912, Daylight.

Superior accommodation for 1st and 2nd Class Cabin and Steerage passengers. Cheap
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MONTHLY ORDINARY SERVICE.

S.S. "PERSIA," 12,500 tons, will leave for YOKOHAMA and KOBE via SHANGHAI about
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S.S. "E. FRANZ FERDINAND," 12,300 tons, will leave for TRIESTE, FUMER and
VENICE via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUZUKI
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7,000 l.h.p., Captain E. La T. Leatham,

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Bramble, gunboat 710 tons, 900 i.h.p. Lieut

Comdr. B. E. Pritchard Kiakiang.

Britomart, gunboat, 710 tons, 900 h.p., Lieut.

Comdr. W. H. Darvall, Hankow.

Cadmus, British sloop, 1,070 tons, i.h.p. 1,400,

Lt. Comdr. Hugh P. R. Williams,

Hankow.

Cambrian, 2nd class cruiser, 4,360 tons, 10 guns

i.h.p. 7,000, Capt. J. E. Drummond, Shang

hai.

Cherub, water tank and tug, 390 tons, i.h.p. 340,

Master W. Smith, Hongkong.

Clive, British sloop, 1,070 tons, i.h.p. 1,400,

Comdr. H. E. Veale, Canton.

Fame, torpedo-boat destroyer, 340 tons,

guns, 5,700 i.h.p., Lt. Comdr. H. S. Moore,

Hongkong.

Flora, 2nd class cruiser, 4,360 tons, 10 guns,

7,000 l.h.p., Captain C. F. Corbett, M.V.O.,

Hongkong.

Handy, torpedo-boat destroyer 295 tons, 6 guns,

4,000 h.p., Lieut. Comdr. E. Boddam

Whellans, West River.

Janus, torpedo-boat destroyer, 320 tons, 6 guns,

3,900 h.p., Lieut. Comdr. Maxwell, Swatow.

Kent, armoured cruiser, 9,800 tons, 14 guns,

i.h.p. 22,000, Capt. Allen T. Hunt, Hong-

kong.

Kinsha, river gunboat, 616 tons, i.h.p. 1,200

Lt. Comdr. H. Mearns, Hankow.

Marlin, surveying ship, 1,070 tons, 6 guns, 1,400

i.h.p. Capt. F. O. C. Pasco, Surveying Duties.

Minotaur, armoured cruiser (flagship) Vice-

Admiral Sir A. L. Winslow, K.C.B.,

C.V.O., C.M.G., 14,600 tons, i.h.p. 27,000,

Capt. G. C. Cayley, Hongkong.

Minotaur, armoured cruiser, 9,800 tons, i.h.p.

22,000, Capt. B. H. F. Bartlett, M.V.O.,

Colombo.

Moorehead, river gunboat, 180 tons, 2 guns,

i.h.p. 900, Lieut. Comdr. G. P. Leith,

West River.

Newcastle, 2nd class cruiser, 4,800 tons, turbine

22,000 F.D., Captain George P. E. Hunt,

D.S.O., Shanghai.

Nightingale, river gunboat, 85 tons, 240 h.p.

Lt. Comdr. Malcolm Murray, R.N., Yang-

tze.

Other, torpedo-boat destroyer, 385 tons, 6 guns,

6,300 l.h.p., Comdr. Seymour, Hongkong.

Pegasus, protected cruiser, 2,135 tons, i.h.p.

5,000 (7,000 F.D.), Comdr. F. H. Mitchell

Wuhu.

Prometheus, 3rd class cruiser, 2,135 tons, i.h.p.

5,000, Comdr. P. H. Warleigh, Hongkong.

Ribble, T.B.D., 590 tons, 7,500 F.D., 6 guns,

Lt. Comdr. E. J. G. Mackinnon, Shang-

SHIPPING IN PORT.

STEAMERS.

CARL DIEDERICHSEN, German str., 774, Ch.

Jurgenson, 1st May—Hohow 30th

April, General—Jensen & Co.

CHINHA, British str., 1,350, W. Benson,

5th May—Shanghai 2nd May, Gen-

eral—Butterfield & Swire.

CHOWAI, German str., 1,115, W. Rehor,

4th May—Bangkok 20th April, Rice

and Teakwood—Butterfield & Swire.

DAIGI MARU, Japanese str., 845, Y.

Somokawa, 1st May—Tamsui via

Amoy and Swatow 20th April, Gen-

eral—Osaka Shosen Kaisha.

DILWHA, British str., 3,460, W. J. Bishop,

4th May—Singapore 20th April, Gen-

eral—David Sassoon & Co.

EMPEROR OF JAPAN, British str., 3,030, S.

Robinson, R.N., 28th April—Vancou-

ver 5th April, Mails and General—

C. P. R. Co.

FUKUKA MARU, Japanese str., 1,945, S.

Kumawaki, 6th May—Moji 30th

April, Coal—Mitsui Bishi Goshi

Kaisha.

GREENSK, British str., 2,275, E. E.

Williams, 5th May—London 16th

March, General—Shewan, Tomes &

Co.

GUTHRIE, British str., 2,338, F. H. Gam-

SHIPPING

ARRIVALS.
 ANSHU, British str., 1,350, J. B. Harris, 8th May—Shanghai 5th May, General.
 ANPING, Chinese str., 1,158, McShannon, 8th May—Shanghai 5th May, General—Chinese.
 BOMBEY MARU, Japanese str., 3,393, T. Noguichi, 7th May—Singapore 1st May, General—Nippon Yusen Kaisha.
 DAIJIN MARU, Japanese str., 899, D. Fuchigami, 8th May—Swatow 7th May, General—Osaka Shosen Kaisha.
 DEVANNA, British str., 4,765, W. R. L. Hickey, 8th May—Bombay 24th April, General—P. O. S. N. Co.
 HAICHING, British str., 1,293, W. C. Passmore, 8th May—Swatow 7th May, General—Douglas, Lapraik & Co.
 KYODO MARU, Japanese str., 219, Morishiki, 8th May—Dairen 2nd May, General—Mitsui Bussan Kaisha.
 MAEYU, German str., 908, R. G. Lollner, 8th May—Saigon 4th May, Rice—Butterfield & Swire.
 MANTUL, German str., 831, Uldrup, 8th May—Haiphong and Hoihow 7th May, Rice and General—Jensen Co.
 MERAPI, British str., 1,490, Uldall, 8th May—Singapore 2nd May, General—Chinese.
 MONGOMA, American str., 3,750, H. E. Morton, 8th May—San Francisco 10th April, Mail and General—Pacific Mail S.S. Co.
 TAIAN, German str., 1,275, A. Roscher, 7th May—Rejang 1st May, Timber—Melchers & Co.
 SUNGKIANG, British str., 997, Mathias, 8th May—Haiphong 8th May, General—Butterfield & Swire.
 SYRIA, British str., 4,301, R. A. Peters, 8th May—London 23rd March, General—P. O. S. N. Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 May 8th.
 BOMBEY MARU, Japanese str., for Kobe.
 DEVANNA, British str., for Shanghai.
 HAICHING, British str., for Amoy.
 HOPEANG, British str., for Calcutta.
 IYO MARU, Japanese str., for Kobe.
 KWANGSI, British str., for Chiofo.
 SYRIA, British str., for Yokohama.

DEPARTURES.

May 8th.
 CHUNGKOW, British str., Canton.
 CHUNGKOW, British str., for Hongkong.
 DEVANNA, German str., for Swatow.
 FAZILKA, British str., for Yokohama.
 FEICHING, Chinese str., for Shanghai.
 GLENFALLOCH, British str., for Amoy.
 GREGORY APOCAR, British str., for S. Port.
 PETHAM, German str., for Swatow.
 SCHUTTE, British str., for New York.
 SIKIANG, French str., for Haiphong.
 ULV, Norwegian str., for Newchwang.

PASSENGERS.

ARRIVED.
 Per Haiching, from Swatow, Mrs. Leyte, Mrs. E. Bauer, Mr. I. P. McFall and Mr. Schjoth.
 Per BOMBEY MARU, from Singapore, Mr. and Mrs. K. Bessho and 3 children, and Mr. S. Yoshida.
 Per SYRIA, from Hongkong, from London, Mrs. Ormiston, child and nurse, Mrs. Ratty and infant, Lieut. Christian, Mr. Batesock, Mr. Niel, Surg. Benk Hosky, from Marseilles, Mr. Holt, Mr. Morrison, from Singapore, Mr. Webb.
 Per DEVANNA, from Hongkong, from London, Corpl. Clarke, Mr. J. E. Cubitt, Mrs. and Miss Lowder, from Marseilles, Mrs. Yelding and maid, from Brindisi, Mr. A. T. Barbantine, from Bombay, Mr. C. H. Lidge, Mr. and Mrs. Dady and child, Mr. S. Kavarana, Rev. P. Grover, from Colombo, Mr. J. W. Smyth, Mr. and Mrs. Mann and child, H. H. Prince of Russia, from Singapore.
 Per MANTUL, from San Francisco, Miss Clyde Barthelme, Mr. Henry C. away, Mr. K. S. Heck, Mrs. Henry C. Jacobsen, Miss K. Paddy, Master Jas. H. Tomb, Mr. Oliver C. Wenner, Mrs. T. S. Wilson, Mr. H. S. Potter, Mrs. E. L. Comstock, Mr. J. F. Comstock, Mr. H. E. Clark, Miss M. Averill, Miss H. E. Averill, Mrs. G. S. Webster, Mr. and Mrs. J. F. Brady and child, Mr. and Mrs. Howard E. Hopkins, Mr. T. L. Jackson, Mr. Byron E. Sumner, Miss E. L. Webster, Mrs. M. S. Snyder, Miss Nancy Wilson, Mrs. S. N. Snyder, Mr. J. C. S. Merimoto, Mrs. F. Robinson, Miss C. B. Lyster, Lieut. L. F. Robinson, Miss C. B. Howell, Miss C. L. Luther, Mr. T. F. Hansen, Mr. Frank A. Frannagan, Mrs. R. S. Douglas, Mr. Henry C. Jacobsen, Miss C. Parmelee, Mrs. W. V. Tomb, Rev. C. S. Webster, Mrs. W. E. Woodburg, Mr. and Mrs. H. S. Haddell, Mr. E. G. Howe, Mr. and Mrs. J. C. Marony, Mrs. W. F. Wilson, Mrs. H. S. Chapman, Capt. G. B. Boardley, Mr. A. Leon and Mrs. Fred Rafen.
 DEPARTED.
 Per IYO MARU, for Japan, Mr. J. H. R. Wood, Mr. W. K. Hochkiss, Dr. D. T. Olsen, Col. S. Faku, Miss Bentley, Miss Brookton, Mrs. H. Shoji, Mr. G. McKicken, Hon. Mr. and Mrs. J. C. Lister, Mr. B. L. Mackay, Mr. and Mrs. Iwaki and child, Miss Yamagishi, Mr. Nagayama, Mr. Oliver, Mr. T. Fukunaga, Mr. T. Suga, Mr. T. Hiro, G. Mcintosh, T. Yoshida and Y. Ishibashi.
 Per HAICHING, for London, Mr. Higham, Mr. C. F. Bird, Mr. H. Marsh, Mr. Th. Van Huut, Mr. and Mrs. Schulte, Mr. C. D. Ayton, Mr. Tanjoco, Mrs. Wilkinson and infant, Miss Wilkinson, Mrs. Balaan and 3 children, Miss Rioran, Mr. W. Goodfellow, Mr. P. Parsons, Mr. A. Hill, Mr. Gibbings, Mr. and Mrs. A. H. Harrison, Mrs. Tennant, Mrs. Reynolds, Mr. Lucien, Mr. Gonzales, Miss Burgen, Miss Fairall, Mrs. Richarme and child, Mr. W. A. Bramp Singh, Mr. Sheldon, Mrs. Y. F. Fung, Mrs. N. Kaneko, Mrs. Taka-Kishikawa, Mrs. S. Tanaka and child, Mr. N. Yoshida, Mr. A. Saito, Mr. T. Tamara, Mrs. Mahoe, Mrs. Shoji, Miss Walker, Mr. J. Peacock, Mr. W. Shane, Mr. Thos. Kerr, Mr. T. Kanada, Mr. K. Ishiwatari, Mr. T. Hirose and Mr. C. Takahashi.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

| DESTINATION. | VESSEL'S NAME. | FLAG & REG. | SECTION. | CAPTAIN. | FOR FREIGHT APPLY TO. | TO BE DESPATCHED. |
|---|--|----------------------------------|----------------------------------|--------------------------|-----------------------------------|----------------------------|
| 1. From Green Island to the Harbour Master's | 2. From Harbour Master's to Blake Pier | 3. From Blake Pier to Naval Yard | 4. From Naval Yard to East Point | | | |
| LONDON, via USUAL PORTS OF CALL ... | ORIENTAL ... | Brit. str. | — | A. L. Valentini ... | P. & O. S. N. Co. ... | On 11th inst., at Noon. |
| LONDON & ANTWERP via SINGAPORE, &c. ... | PALAWAN ... | Brit. str. | — | C. R. Longden B.N.S. ... | P. & O. S. N. Co. ... | About 15th inst. |
| LONDON & ANTWERP ... | FLINTSHIRE ... | Brit. str. | — | G. C. Cundy ... | JARDINE MATHESON & Co., Ltd. ... | On 19th inst. |
| LONDON & ANTWERP ... | GLUNTHAM ... | Brit. str. | — | Jas. McGillivray ... | SHEWAN TOMES & Co. ... | About 31st inst. |
| ROTTERDAM, HAMBURG & ANTWERP, &c. ... | ARCADIA ... | Ger. str. | k. w. | Luening ... | HAMBURG-AMERICA LINE ... | On 27th inst. |
| HAYBE, BREMEN & HAMBURG ... | C. FRED. LARSEN ... | Ger. str. | k. w. | Selmer ... | HAMBURG-AMERICA LINE ... | On 12th inst. |
| MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c. ... | SCANDIA ... | Ger. str. | — | Knaiss ... | HAMBURG-AMERICA LINE ... | On 7th June. |
| MARSEILLES, LONDON & ANTWERP ... | MITABAKI MARU ... | Jap. str. | — | T. Mura ... | NIPPON YUSEN KAISHA ... | On 22nd inst., at D'light. |
| NAPLES, GENOA, ALGERES, GIBRALTAR, SOUTHAMPTON ... | SITRONIA ... | Ger. str. | — | Kotze ... | HAMBURG-AMERICA LINE ... | On 13th June. |
| VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ... | ANDALUSIA ... | Ger. str. | — | F. v. Blasser ... | NIPPON YUSEN KAISHA ... | On 15th inst., at Noon. |
| VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ... | PRINZ LUDWIG ... | Jap. str. | — | S. Tominga ... | OSAKA SHOSHUN KAISHA ... | On 16th inst., at 1 p.m. |
| VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ... | SEATTLE MARU ... | Jap. str. | — | ... .. | OSAKA SHOSHUN KAISHA ... | On 21st inst., at 4 p.m. |
| VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ... | INADA MARU ... | Jap. str. | — | ... .. | OSAKA SHOSHUN KAISHA ... | On 28th inst., at 1 p.m. |
| VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ... | MEXICO MARU ... | Jap. str. | — | ... .. | SANDEB, WEILBER & Co. ... | On 19th inst., at 6 p.m. |
| VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ... | BOHEMIA ... | Aut. str. | — | ... .. | SANDEB, WEILBER & Co. ... | On 1st June. |
| TRIESTE, FIUME, VENICE via SINGAPORE, &c. ... | E. F. FREDERICK ... | Aut. str. | — | ... .. | THE BANK LINE LTD. ... | About 15th inst. |
| NEW YORK ... | EMPEROR OF CASTLES ... | Brit. str. | — | ... .. | DODWELL & Co., Ltd. ... | On 11th inst., at 6 p.m. |
| NEW YORK ... | EMPEROR OF JAPAN ... | Brit. str. | 2 m. | ... .. | OSAKA SHOSHUN KAISHA ... | On 1st June, at 6 p.m. |
| VANCOUVER via SHANGHAI, JAPAN, &c. ... | MONTEAGLE ... | Brit. str. | 2 m. | W. Davison ... | THE BANK LINE LIMITED ... | On 27th June. |
| VANCOUVER via SHANGHAI, JAPAN, &c. ... | OSAKA ... | Brit. str. | — | ... .. | TOTO KAISEN KAISHA ... | On 28th inst., at Noon. |
| VANCOUVER via SHANGHAI, JAPAN, &c. ... | NIPPON MARU ... | Jap. str. | — | A. G. Storey ... | PACIFIC MAIL S.S. Co. ... | On 14th inst., at 1 p.m. |
| SAN FRANCISCO via SHANGHAI, JAPAN, &c. ... | NILE ... | Am. str. | — | ... .. | PACIFIC MAIL S.S. Co. ... | On 21st inst., at 1 p.m. |
| SAN FRANCISCO via SHANGHAI, JAPAN, &c. ... | MONGOLIA ... | Brit. str. | 1 m. | ... .. | BUTTERFIELD & SWIRE ... | On 13th inst., at 4 p.m. |
| AUSTRALIAN PORTS via MANILA ... | GUTHRIE ... | Brit. str. | 1 m. | L. Dawson ... | BUTTERFIELD & SWIRE ... | On 15th inst., at Noon. |
| AUSTRALIAN PORTS via MANILA ... | TAIYUAN ... | Ger. str. | — | L. Klugkist ... | MALCHERS & Co. ... | On 25th inst., at 9 a.m. |
| AUSTRALIAN PORTS via MANILA ... | EASTERN ... | Brit. str. | — | ... .. | GIBB, LIVINGSTON & Co. ... | On 17th inst., at Noon. |
| AUSTRALIAN PORTS ... | ITOLA ... | Brit. str. | — | W. W. Tucker ... | JARDINE, MATHESON & Co., Ltd. ... | About 30th inst. |
| YOKOHAMA & KOBE via SHANGHAI ... | PERSIA ... | Aut. str. | — | Clunak ... | DAVID SASSOUN & Co., Ltd. ... | On 14th inst., at Noon. |
| YOKOHAMA & KOBE via SHANGHAI ... | ARRATON APOCAR ... | Jap. str. | — | H. Fraser ... | NIPPON YUSEN KAISHA ... | On 23rd inst. |
| YOKOHAMA & KOBE via SHANGHAI ... | HIRANO MARU ... | Jap. str. | — | D. Lenz ... | MELCHERS & Co. ... | About 28th inst. |
| YOKOHAMA & KOBE via SHANGHAI ... | PRINZ SIGISMUND ... | Jap. str. | — | M. Winckler ... | NIPPON YUSEN KAISHA ... | On 5th June, at Noon. |
| YOKOHAMA & KOBE via SHANGHAI ... | KUMANO MARU ... | Jap. str. | — | J. B. v. Damme Jelak ... | TOTO KAISEN KAISHA ... | On 7th June, at Noon. |
| YOKOHAMA & KOBE via SHANGHAI ... | HONGKONG MARU ... | Dut. str. | — | E. Mooney ... | JAVA-CHINA-JAPAN LINE ... | Quick despatch. |
| YOKOHAMA & KOBE via SHANGHAI ... | CHIRIK ... | Brit. str. | — | ... .. | JARDINE, MATHESON & Co., Ltd. ... | On 10th inst., at Noon. |
| YOKOHAMA & KOBE via SHANGHAI ... | CHICHUO ... | Brit. str. | 1 m. | Benson ... | BUTTERFIELD & SWIRE ... | On 18th inst., at 4 p.m. |
| YOKOHAMA & KOBE via SHANGHAI ... | CHINCHU ... | Brit. str. | 1 m. | W. B. Hickey ... | BUTTERFIELD & SWIRE ... | To-day, at 4 p.m. |
| YOKOHAMA & KOBE via SHANGHAI ... | DEVANNA ... | Brit. str. | 1 m. | J. B. Harris ... | BUTTERFIELD & SWIRE ... | On 11th inst., at M'night. |
| YOKOHAMA & KOBE via SHANGHAI ... | ANNU ... | Brit. str. | 1 m. | Spencer Wilde ... | BUTTERFIELD & SWIRE ... | On 12th inst., at D'light. |
| YOKOHAMA & KOBE via SHANGHAI ... | HANGSANG ... | Brit. str. | 1 m. | A. Ahlborn ... | MELCHERS & Co. ... | About 16th inst. |
| YOKOHAMA & KOBE via SHANGHAI ... | GOEBEN ... | Ger. str. | — | ... .. | JARDINE, MATHESON & Co., Ltd. ... | On 19th inst., at D'light. |
| YOKOHAMA & KOBE via SHANGHAI ... | FOOKSANG ... | Brit. str. | — | ... .. | NIPPON YUSEN KAISHA ... | On 20th inst. |
| YOKOHAMA & KOBE via SHANGHAI ... | MIKE MARU ... | Brit. str. | — | ... .. | ARTHUR NISBON & Co. ... | On 20th inst. |
| YOKOHAMA & KOBE via SHANGHAI ... | CYTON ... | Jap. str. | — | ... .. | NIPPON YUSEN KAISHA ... | On 22nd inst. |
| YOKOHAMA & KOBE via SHANGHAI ... | COLOMBO MARU ... | Ger. str. | — | Kamashita ... | HAMBURG-AMERICA LINE ... | About 1st June. |
| YOKOHAMA & KOBE via SHANGHAI ... | ALBIA ... | Brit. str. | — | ... .. | JARDINE, MATHESON & Co., Ltd. ... | On 4th June, at D'light. |
| YOKOHAMA & KOBE via SHANGHAI ... | MONMOUTHSHIRE ... | Brit. str. | — | ... .. | JAVA-CHINA-JAPAN LINE ... | Quick despatch. |
| YOKOHAMA & KOBE via SHANGHAI ... | AFRICA ... | Aut. str. | — | H. Koops ... | OSAKA SHOSHUN KAISHA ... | On 16th inst., at 10 a.m. |
| YOKOHAMA & KOBE via SHANGHAI ... | TIKINI ... | Dut. str. | — | ... .. | OSAKA SHOSHUN KAISHA ... | On 12th inst., at Noon. |
| YOKOHAMA & KOBE via SHANGHAI ... | SOSHU MARU ... | Jap. str. | — | W. G. Parnmore ... | DOUGLAS LAPRAIK & Co. ... | To-morrow, at 11 a.m. |
| YOKOHAMA & KOBE via SHANGHAI ... | DAIJIN MARU ... | Jap. str. | 2 h. | A. H. Stewart ... | DOUGLAS LAPRAIK & Co. ... | On 12th inst., at 11 a.m. |
| YOKOHAMA & KOBE via SHANGHAI ... | HAICHING ... | Brit. str. | 2 h. | J. S. Roach ... | DOUGLAS LAPRAIK & Co. ... | On 14th inst., at 11 a.m. |
| YOKOHAMA & KOBE via SHANGHAI ... | HAICHING ... | Brit. str. | 2 h. | J. W. Evans ... | DOUGLAS LAPRAIK & Co. ... | On 17th inst., at 11 a.m. |
| YOKOHAMA & KOBE via SHANGHAI ... | HAICHING ... | Brit. str. | 2 h. | M. C. Smith ... | SHEWAN TOMES & Co. ... | To-morrow, at 4 p.m. |
| YOKOHAMA & KOBE via SHANGHAI ... | HAICHING ... | Brit. str. | 2 h. | Leak ... | JARDINE, MATHESON & Co., Ltd. ... | On 14th inst., at 2 p.m. |
| YOKOHAMA & KOBE via SHANGHAI ... | HAICHING ... | Brit. str. | 2 h. | Sidford ... | BUTTERFIELD & SWIRE ... | On 14th inst., at 4 p.m. |
| YOKOHAMA & KOBE via SHANGHAI ... | HAICHING ... | Brit. str. | 2 h. | ... .. | THE BANK LINE LIMITED ... | On 15th inst. |
| YOKOHAMA & KOBE via SHANGHAI ... | HAICHING ... | Brit. str. | 2 h. | P. H. Rolfe ... | JARDINE, MATHESON & Co., Ltd. ... | On 18th inst., at 2 p.m. |
| YOKOHAMA & KOBE via SHANGHAI ... | HAICHING ... | Brit. str. | 2 h. | S. A. Crealy ... | SHEWAN TOMES & Co. ... | On 20th inst., at 4 p.m. |
| YOKOHAMA & KOBE via SHANGHAI ... | HAICHING ... | Brit. str. | 2 h. | Lee Rooy ... | JAVA-CHINA-JAPAN LINE ... | On 13th inst. |
| YOKOHAMA & KOBE via SHANGHAI ... | HAICHING ... | Brit. str. | 2 h. | ... .. | NIPPON YUSEN KAISHA ... | On 15th inst., at Noon. |
| YOKOHAMA & KOBE via SHANGHAI ... | HAICHING ... | Brit. str. | 2 h. | H. Chidley ... | CARLOWITZ & Co. ... | On 14th inst., at Noon. |
| YOKOHAMA & KOBE via SHANGHAI ... | HAICHING ... | Brit. str. | 2 h. | Bradley ... | JARDINE, MATHESON & Co., Ltd. ... | On 18th inst., at Noon. |
| YOKOHAMA & KOBE via SHANGHAI ... | HAICHING ... | Brit. str. | 2 h. | Tonawa ... | NIPPON YUSEN KAISHA ... | On 18th inst. |
| YOKOHAMA & KOBE via SHANGHAI ... | HAICHING ... | Brit. str. | 2 h. | F. Semblil ... | MELCHERS & Co. ... | Middle of May. |
| YOKOHAMA & KOBE via SHANGHAI ... | HAICHING ... | Brit. str. | 2 h. | F. Jamieson ... | BUTTERFIELD & SWIRE ... | On 11th inst., at 10 a.m. |
| YOKOHAMA & KOBE via SHANGHAI ... | HAICHING ... | Brit. str. | 2 h. | Mathias ... | BUTTERFIELD & SWIRE ... | On 22nd inst., at 9 a.m. |
| YOKOHAMA & KOBE via SHANGHAI ... | HAICHING ... | Brit. str. | 2 h. | E. de Catalano ... | MASSIEUS MARITIMES ... | |

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN
 KOBE, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "ITOLA," 5,257 tons, Captain W. W. Tucker, will be despatched for YOKOHAMA and KOBE on 17th May, at Noon, to be followed on 1st June, by S.S. "MONTAGLE," 4,644 tons, Captain H. Carey, taking Cargo and Passengers at Current Rates.

WESTWARD.

The S.S. "FULTALA" will leave HONGKONG for SINGAPORE, PENANG and LANGKON on 14th May, at Noon, followed by the S.S. "FAZILKA," on 28th May, taking Cargo and Passengers at Current Rates.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
 AGENTS.

Telephone No. 215.
 Hongkong, 9th May, 1912.

"SHIRE" LINE OF STEAMERS,
 LIMITED.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

| FOR | STEAMERS | DATE OF DEPARTURE |
|---------------------------------|---------------------|-------------------|
| LONDON, ROTTERDAM & ANTWERP ... | "FLINTSHIRE" ... | On 19th May. |
| SHANGHAI, KOBE & YOKOHAMA ... | "MONMOUTHSHIRE" ... | About 1st June. |
| LONDON & ANTWERP ... | "DENBIGHSHIRE" ... | About 15th June. |

These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
 AGENTS.

Hongkong, 27th April, 1912.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| FOR | STEAMERS | DATE OF DEPARTURE |
|----------------------------------|-----------------|----------------------------|
| TIENTSIN VIA SWATOW (TSING-) | "CHIPSHING" ... | Friday, 10th May, Noon. |
| TAT and WEIHAUWEI ... | "HANGSANG" ... | Saturday, 11th May, 2 p.m. |
| MANILA ... | "LOONGSANG" ... | Sunday, 12th May, D'light. |
| SHANGHAI VIA SWATOW ... | "KUSANG" ... | Saturday, 18th May, Noon. |
| SINGAPORE, PENANG & CALCUTTA ... | "YUENSANG" ... | Saturday, 18th May, 2 p.m. |
| MANILA ... | "FOOKSANG" ... | Sunday, 19th May, D'light. |

RETURN TOURS TO JAPAN.

(OCCUPYING 24 DAYS).

The Steamers "KUTRANG," "NANSANG" and "KARE" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yantase Ports, Tsingtau, Weihaiwei, Chiofo, Canton and Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
 GENERAL MANAGERS.

Hongkong, 9th May, 1912.

CANADIAN PACIFIC ROYAL MAIL
 STEAMSHIP LINE.

VIA VANCOUVER

AND

THE CANADIAN PACIFIC RAILWAY

PROPOSED SAILINGS FROM HONGKONG AND QUEBEC.

SUBJECT TO ALTERATION.

FOR VANCOUVER.

1912

"EMPEROR OF JAPAN" Sat., 11th May.

"MONTEAGLE" Sat., 1st June.

"EMPEROR OF INDIA" Sat., 22nd June.

"EMPEROR OF JAPAN" Sat., 13th July.

Steamships leave HONGKONG at 6 p.m.

THE direct route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, and at QUEBEC with the Company's Atlantic "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York \$71.10

Intermediate Steamship ... \$43 ... \$45.

First Class route to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

B.M.S. "MONTEAGLE," or via Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Ministers, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

Full particulars of application from Agents.

Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. GRADDOCK, General Traffic Agent for China.

Corner Pedder Street and Prave opposite Blake Pier.

6

NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL
 LINES.

FOR

NAPLES

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL | REMARKS |
|------------------------|-----------------------|-----------|----------------------|
| SHANGHAI | DEVANHA | Noon | Freight and Passage. |
| | Capt. W. B. Hickey | 9th May. | |
| LONDON VIA USUAL PORTS | ORIENTAL | Noon | See Special |
| OF CALL | Capt. A. L. Valentini | 11th May. | Advertisement |
| LONDON and ANTWERP | PALAWAN | About | Freight and |
| VIA SINGAPORE, PE | Capt. C. R. Longden | 15th May. | Passage. |
| NANG, COLOMBO, PORT | | | |
| SAID and MARSEILLES | | | |

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 9th May, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

| FOR | STEAMERS | TO SAIL |
|--|-------------|----------------------|
| HAIPHONG | "SINGAN" | On 9th May, 11 A.M. |
| SHANGHAI | "CHINHUA" | On 9th May, 4 P.M. |
| HAIPHONG | "SUNGKIANG" | On 11th May, 10 A.M. |
| SHANGHAI | "ANHUI" | On 11th May, 11 P.M. |
| MANILA, CEBU and ILOILO | "KAIFONG" | On 14th May, 4 P.M. |
| MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE | "TAIYUAN" | On 15th May, Noon. |
| WEIHAIWEI & TIENTSEN | "HUICHOW" | On 18th May, 4 P.M. |

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI"

IN CONJUNCTION WITH AUSTRALIAN ORIENTAL LINE.

MANILA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, and MELBOURNE

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Amidsides; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconveniences of the transshipment at Wusung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.
BUTTERFIELD & SWIRE, AGENTS [8-608]

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

| STEAMERS | ARRIVE HONGKONG FROM AUSTRALIA | LEAVE HONGKONG FOR AUSTRALIA |
|------------|--------------------------------|------------------------------|
| EASTERN | On 31st May. | On 25th May. |
| EMPIRE | On 28th June. | On 22nd June. |
| ST. ALBANS | On 28th June. | On 20th July. |

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A fully qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co., AGENTS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

CAPTAIN

LEAVING

| | | |
|------------|----------------------|-------------------------------|
| "HAICHING" | Capt. W. C. Passmore | FRIDAY, 10th May, at 11 A.M. |
| "HAIYAN" | Capt. J. S. Roach | TUESDAY, 14th May, at 11 A.M. |
| "HAIYANG" | Capt. J. W. Evans | FRIDAY, 17th May, at 11 A.M. |

FOR SWATOW AND RETURN.

(Occupying 3 Days).

| | | |
|----------|---------------------|---------------------------------|
| "HAIMUN" | Capt. A. H. Stewart | SUNDAY, 12th May, at 11 A.M. |
| | | WEDNESDAY, 15th May, at 11 A.M. |

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

Hongkong, 9th May, 1912.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Ports, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SINGAPORE, KOBÉ and YOKOHAMA:

S.S. ALESIA ... 29th May.

S.S. SEGOVIA ... 6th June.

S.S. SILESIA ... 20th June.

S.S. FÜRST BUELOW 27th June.

HOMEWARD.

FOR HAVRE, BREMEN & HAMBURG:

S.S. C. FERD. LAEISZ 12th May.

FOR ROTTERDAM, HAMBURG & ANTWERP:

S.S. ARCADIA ... 27th May.

FOR MARSEILLES, HAVRE & HAMBURG:

S.S. SITHONIA ... 30th May.

FOR HAVRE, BREMEN & HAMBURG:

S.S. SCANDIA ... 5th June.

FOR MARSEILLES, HAMBURG & ANTWERP:

S.S. ANDALUSIA ... 13th June.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 8th May, 1912.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU."

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| STEAMERS | CAPTAIN | DATE OF SAILING. |
|-------------|---------------|------------------------------|
| NIPPON MARU | A. G. Stevens | TUESDAY, 28th May, NOON. |
| TENYO MARU | E. Bent | TUESDAY, 4th June, at Noon. |
| SHINYO MARU | H. S. Smith | TUESDAY, 25th June, at Noon. |
| CHIYO MARU | W. W. Greens | TUESDAY, 25th July, at Noon. |

THE S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBÉ, SHIMIDZU, YOKOHAMA and HONOLULU, on TUESDAY, the 28th May, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU

Fly between HONGKONG and CORONEL via MOJI, KOBÉ, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| STEAMERS | TONS | DATE OF SAILING. |
|---------------|--------|-----------------------------|
| HONGKONG MARU | 11,000 | FRIDAY, 7th June, NOON. |
| KIYO MARU | 17,500 | TUESDAY, 6th Aug., at Noon. |
| BUYO MARU | 10,500 | FRIDAY, 4th Oct., at Noon. |

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,

King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

| FOR | STEAMERS | Tons (Gross reg.) | LEAVES. |
|---|----------------|-------------------|--------------------------------|
| VICTORIA, B.C. & TACOMA via NAGASAKI, KOBÉ, YOKKAICHI, AND YOKOHAMA | "SEATTLE MARU" | 6,182 | THURSDAY, 16th May, at 1 P.M. |
| | "CHICAGO MARU" | 6,182 | THURSDAY, 13th June, at 1 P.M. |
| | "TACOMA MARU" | 6,178 | THURSDAY, 11th July, at 1 P.M. |
| VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBÉ, YOKKAICHI, AND YOKOHAMA | "MEXICO MARU" | 6,064 | TUESDAY, 28th May, at 1 P.M. |
| | "CANADA MARU" | 6,064 | TUESDAY, 25th June, at 1 P.M. |
| | "PANAMA MARU" | 6,069 | TUESDAY, 23rd July, at 1 P.M. |

O.S.K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco:—
From Manila ... G. \$130.00
From Hongkong, Shanghai and Keelung ... G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama ... G. \$95.00
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco ... G. 110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation forsteage Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Wools and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

| FOR | STEAMERS | LEAVES. |
|-----------------------------------|---------------|--------------------------------|
| TAMUI VIA SWATOW and AMOY | "DAIJIN MARU" | SUNDAY, 12th May, at Noon. |
| ANPING VIA SWATOW, AMOY and TAKAO | "SOSHU MARU" | THURSDAY, 16th May, at 10 A.M. |

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI, MANAGER

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 22nd May, 1912, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, N.M. Co.'s AGENT.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON.

CANTON TO HONGKONG.

THURSDAY, 9th MAY, 1912.

8 a.m. "HEUNGSHAN."
10 p.m. "FATSHAN."8 a.m. "HONAM."
5 p.m. "KINSHAN."

FRIDAY, 10th MAY, 1912.

8 a.m. "HONAM."
10 p.m. "KINSHAN."8 a.m. "HEUNGSHAN."
5 p.m. "FATSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651.

S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 12th MAY.

The Company's Steamship

"SUI AN,"

Will depart from the Company's WING LOK STREET WHARF at 9 a.m. Departure from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOLSANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD. AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANTU." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT Co., LTD.

Hotel Mansions (First Floor), opposite the Blake Pier.

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SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| DESTINATION | STEAMERS | Tons | DATE OF SAILING. |
|-----------------------------------|----------|-------|------------------|
| SHANGHAI, YOKOHAMA, KOBÉ and MOJI | "CEYLON" | 9,000 | On 20th May |

For Freight and Further Particulars, apply to

Telephone No. 171

ARTHUR NILSSON & CO.

YORK BUILDINGS, Top Floor.

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

| STEAMERS to COLOMBO | | Leave HONGKONG | Connecting Steamers from COLOMBO to MARSEILLES & LONDON | | Due MARSEILLES (Brindisi 2 days earlier) | Due PLYMOUTH (London 1 day later) |
|---------------------------|------|-----------------------|---|-------|---|--|
| Steamer | Tons | NOON, SATURDAY | Steamer | Tons | SATURDAY | FRIDAY |
| ORIENTAL ... | 5234 | May 11 | MALWA | 11000 | June 8 | June 14 |
| DEVANHA ... | 8000 | May 25 | CHINA | 8000 | June 22 | June 28 |
| DELTA | 8000 | June 8 | MACEDONIA | 10500 | July 6 | July 12 |
| ARCADIA ... | 7000 | June 22 | MOREA | 11000 | July 20 | July 26 |
| ASSAYE | 7500 | July 6 | MARMORA | 10000 | Aug. 4 | Aug. 10 |

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE £106.14 RETURN.

2nd 24.8 2 72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

| STEAMERS | Leave HONGKONG | Due LONDON |
|----------|----------------|------------|
| | Tonnage | about |
| PALAWAN | 5000 | May 15 |
| BORNEO | 5000 | May 29 |
| SYRIA | 5000 | June 12 |
| NORE | 7000 | June 26 |
| SIMLA | 6000 | July 10 |

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLE &

FARES TO LONDON:

1st SALOON £55.0 SINGLE £82.10 RETURN.

2nd 23.10 2 57.4

For further Particulars, apply to—

E. A. HEWETT, SUPERINTENDENT

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